

NAComatic

Effective: 23-Sep-2010

Expires: 21-Oct-2010



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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ANDOVER, NJ

AEROFLEX-ANDOVER **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL **ILS or LOC Rwy 13¹**
ILS or LOC/DME Rwy 31¹
RADAR-1²
RNAV (GPS) Rwy 4²
RNAV (GPS) Y Rwy 13²
RNAV (GPS) Rwy 22²
RNAV (GPS) Y Rwy 31²
VOR/DME Rwy 22²
VOR Rwy 4²
VOR Rwy 13²
VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD **ILS Rwy 16¹**
ILS or LOC Rwy 34^{1,2}
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 28²
RNAV (GPS) Rwy 34²
VOR/DME Rwy 28²

¹NA when control tower closed.

²NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY **LOC Rwy 22¹**
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

NAME ALTERNATE MINIMUMS
CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD **VOR or GPS-A**
Categories A,B, 1100-2; Categories C,D,
1100-3.

DANSVILLE, NY

DANSVILLE MUNI **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.

Category A, 1300-2; Category B, 1500-2;
Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2½.

ELMIRA, NY

ELMIRA/CORNING RGNL **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.

Categories A,B, 1200-2; Categories C,D,
1200-3.

FARMINGDALE, NY

REPUBLIC **ILS or LOC Rwy 14^{1,2}**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS
GLENS FALLS, NJ
 FLOYD BENNET
 MEMORIAL ILS or LOC Rwy 1
 RNAV (GPS) Rwy 1¹
 RNAV (GPS) Rwy 19
 NA when local weather not available.
¹Category D, 800-2¼.

ISLIP, NY
 LONG ISLAND
 MAC ARTHUR ILS or LOC Rwy 6¹
 ILS or LOC Rwy 24¹
 NDB Rwy 6¹
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 NA when local weather not available.
¹NA when control tower closed.

ITHACA, NY
 ITHACA
 TOMPKINS RGNL ILS or LOC Rwy 32¹²
 RNAV (GPS) Y Rwy 14³
 RNAV (GPS) Z Rwy 14
 RNAV (GPS) Rwy 32⁴
 VOR Rwy 14³
 VOR Rwy 32⁵
 NA when local weather not available.
¹ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
²NA when control tower closed.
³Category D, 800-2¼.
⁴Categories A, B, 1300-2; Categories C, D, 1300-3.
⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY
 CHAUTAUQUA COUNTY/
 JAMESTOWN ILS or LOC Rwy 25
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

MASSENA, NY
 MASSENA INTL-RICHARDS
 FIELD RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 23
 RNAV (GPS) Rwy 27
 Category D, 800-2¼.
 NA when local weather not available.

MILLVILLE, NJ
 MILLVILLE MUNI VOR-A
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
MONTGOMERY, NY
 ORANGE COUNTY ILS or LOC Rwy 3
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 26
 NA when local weather not available.
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

MONTICELLO, NY
 SULLIVAN COUNTY
 INTL RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 NDB Rwy 15
 NA when local weather not available.

MORRISTOWN, NJ
 MORRISTOWN MUNI ILS or LOC Rwy 23¹²
 NDB Rwy 5¹³
 NDB or GPS Rwy 23¹⁴
¹NA when control tower closed.
²ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
³Category D, 900-2¼.
⁴Category D, 900-3.

NEW YORK, NY
 JOHN F.
 KENNEDY INTL ILS or LOC Rwy 22L¹
 ILS Rwy 22R¹
 ILS Rwy 4L¹
 ILS Rwy 4R¹
 ILS or LOC Rwy 13L¹
 ILS or LOC Rwy 31L¹
 ILS or LOC Rwy 31R¹
 VOR or GPS Rwy 13L/R, 1000-3
¹ILS, 700-2.

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ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ILS or LOC Rwy 4¹
 ILS or LOC Rwy 13³
 ILS or LOC Rwy 22²
 LDA-A⁴
 LOC Rwy 31⁴
 RNAV (GPS)-B⁴
 RNAV (GPS) Y Rwy 4⁴
 RNAV (GPS) Rwy 13⁵
 RNAV (GPS) Y Rwy 22⁴
 RNAV (GPS) Rwy 31⁴
 VOR/DME-G⁴
 VOR/DME-H⁴
 VOR-F⁶
 VOR Rwy 4⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Category D, 700-2½; LOC, Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½.

LOC, Category C, 800-2½; Category D, 800-2½.

⁴Category D, 800-2½.

⁵Categories A,B,C,D, 800-2½.

⁶Categories A,B, 1000-2; Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY

INTL ILS or LOC Rwy 4L¹
 ILS or LOC Rwy 4R¹
 ILS or LOC Rwy 11¹
 ILS or LOC Rwy 22L¹
 ILS or LOC Rwy 22R¹
 RNAV (GPS) Rwy 4L²
 RNAV (GPS) Y Rwy 4R²
 RNAV (GPS) Rwy 11²
 RNAV (GPS) Z Rwy 22L²
 RNAV (GPS) Rwy 22R²
 VOR/DME Rwy 22L³
 VOR/DME Rwy 22R³
 VOR Rwy 11⁴

¹ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.

²Category D, 900-3.

³Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.

⁴Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWBURGH, NY

STEWART INTL ILS or LOC Rwy 9¹
 ILS or LOC Rwy 27¹
 VOR Rwy 27²

¹ILS, Categories C, D, 700-2.

²Category D, 800-2½.

PENN YAN, NY

PENN YAN RNAV (GPS) Rwy 1
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2½.
 NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24²
 VOR-A¹
 VOR/DME Rwy 6¹
 VOR/DME Rwy 24²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER

INTL ILS or LOC Rwy 4¹
 ILS or LOC Rwy 22¹
 ILS or LOC Rwy 28²
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 23³
 RNAV (GPS) Rwy 28⁴
 VOR Rwy 4³
 VOR/DME Rwy 4³

¹ILS, Category D, 700-2½. LOC, Category D, 800-2½.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 15³
 RNAV (GPS) Rwy 33³

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

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ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK

RGNL VOR/DME Rwy 5¹
VOR or GPS Rwy 9²

¹Category A, 1100-2; Category B, 1200-2;
Categories C,D, 1200-3.

²Categories A,B, 1400-2; Categories C,D,
1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ILS Rwy 4¹
NDB Rwy 22

NA when control tower closed.

¹Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX RNAV (GPS) Rwy 3¹
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK

INTL ILS or LOC Rwy 10¹
VOR or TACAN Rwy 33²

¹ILS, Category E, 800-2¼. LOC, Category E,
800-2¼.

²Category E, 800-2¼.

TETERBORO, NJ

TETERBORO ILS or LOC Rwy 6¹
ILS Rwy 19¹
RNAV (GPS) Y Rwy 6³
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A²
VOR/DME-B²
VOR/DME Rwy 6³
VOR Rwy 24⁴

¹ILS, Categories A,B, 800-2; Category C,
800-2¼; Category D, 900-2¼. LOC, Category
C, 800-2¼; Category D, 900-2¼.

²Categories A,B, 1000-2; Categories C,D,
1000-3.

³Category C, 800-2¼; Category D, 900-2¼.

⁴Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ILS Rwy 6
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ILS or LOC Rwy 7¹
RNAV (GPS) Rwy 7²³

¹LOC, NA.

²Category D, 800-2¼.

³NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR-A¹

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER

COUNTY ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34²
NDB Rwy 16²³⁴
RNAV (GPS) Y Rwy 16²
RNAV (GPS) Y Rwy 34²
VOR/DME-A³

¹Categories A, B, C, D, 700-2.

²NA when local weather not available.

³NA when control tower closed.

⁴Category D, 800-2¼.

WILDWOOD, NJ

CAPE MAY COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

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RADAR MINS

10154


RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125 


RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
			MDA-VIS	HAA			MDA-VIS	HAA	
S-13		AB	480/24	405	(500-½)	C	480/40	405	(500-¾)
		DE	480/50	405	(500-1)				
S-4		AB	480-1	412	(500-1)	CD	480-1¼	412	(500-1¼)
		E	480-1½	412	(500-1½)				
S-31		AB	480-1	417	(500-1)	CD	480-1¼	417	(500-1¼)
		E	480-1½	417	(500-1½)				
S-22		AB	600-1	532	(600-1)	C	600-1½	532	(600-1½)
		D	600-1¾	532	(600-1¾)				
CIRCLING		AB	560-1	485	(500-1)	C	560-1½	485	(500-1½)
		D	640-2	565	(600-2)				

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.

Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV 131

RADAR (E) - 120.0 269.025 

RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
			MDA-VIS	HAA	
PAR	6 ^{1 3}	ABCDE	331/24	200	(200-½)
	18 ³	ABCDE	323-¾	200	(200-¾)
	36	ABCDE	329-¾	200	(200-¾)
	24 ^{2 3}	ABCDE	378/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10154

N1

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RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)RADAR¹ - 128.25 299.85 ▽**ELEV 690**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1						
PAR	3 ²³	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 ²³	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 ⁴	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
RADAR-2						
ASR	21 ⁵		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 ⁶		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	452	(500-1)
			C	1140-1¼	452	(500-1¼)
			DE	1140-1½	452	(500-1½)
	3 ⁷		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁸	All Rwy		AB	1240-1	552	(600-1)
			C	1240-1½	552	(600-1½)
			D	1240-2	552	(600-2)
			E	1520-3	832	(900-3)

¹Opr 1300-0500Z++. ²When ALS inop, increase CAT ABCDE vis to ¾ mile. ³VGSI and PAR glide path not coincident. ⁴Visibility reduction by helicopters NA. ⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1½ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. ⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles. ⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

NE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
------	-------------------	------	-------------------

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course.

Rwy 21, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

Rwy 21, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4**, tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28**, terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21**, 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK

FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1759' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure:

Rwy 7, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6**, trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

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CALDWELL, NJ

ESSEX COUNTY (CDW)

AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

Rwy 10, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27**, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1½ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL.

Rwy 18, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)

AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course. **Rwy 22**, climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, NA-ATC. **Rwy 6**, 600-2½ or std. with a min. climb of 325' per NM to 1700. **Rwy 10**, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2½ for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21**, climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3**, tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21**, multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32**, 300-1¼ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER. DEPARTURE PROCEDURE: **Rwy 1**, climb heading 013° to 700 before turning left. **Rwy 32**, climb heading 326° to 700 before turning right.

NOTE: **Rwy 1**, fence, elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14**, road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19**, sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32**, fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7**, 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6**, hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from departure end of runway, on centerline 15' AGL/462' MSL.

GLENDS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18**, trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)

AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 5 10098(FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14**, Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree 1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32**, rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

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23 SEP 2010 to 21 OCT 2010

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

NOTE: **Rwy 7**, multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY (NYO)

AMDT 2 10266 (FAA)

NOTE: **Rwy 10**, trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL. Trees beginning 206' from DER, 178' right of centerline, up to 43' AGL/922' MSL. **Rwy 28**, trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL. Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY

KINGSTON-ULSTER (20N)

ORIG 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.
DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID (LKP)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, NA-obstacles.
Rwy 32, std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD (N12)

AMDT 1 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK (N07)

ORIG 81078 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19**, climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN (LDJ)

AMDT 2 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN (0G0)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W (N14)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

MALONE, NY

MALONE-DUFORT (MAL)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

23 SEP 2010 to 21 OCT 2010



MANVILLE, NJ

CENTRAL JERSEY RGSL (47N)

AMDT 3 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.

NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5**, antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9**, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23**, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27**, trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL (06N)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES (44N)

AMDT 1 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI (MIV)

AMDT 2 06159 (FAA)

NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK (MTP)

AMDT 2 98281 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' powerline 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY (MGJ)

AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course. **Rwys 8, 21, 26**, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL (MSV)

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13, 73** AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8**, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26**, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2½ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2½ or std. w/ min. climb of 210' per NM to 400.

Rwy 31, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, std. w/ min. climb of 383' per NM to 2500. **Rwy 4R**, std. w/ min. climb of 375' per NM to 2500. **Rwy 11**, std. w/ min. climb of 361' per NM to 2500. **Rwy 22L**, std. w/ min. climb of 337' per NM to 2500. **Rwy 22R**, std. w/ min. climb of 331' per NM to 2500. **Rwy 29**, 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R**, climb heading 039° to 500 before turning right. **Rwy 22L**, climb heading 219° to 500 before turning left. **Rwy 29**, climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L**, tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R**, DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11**, pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L**, pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R**, light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29**, multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/min. of 366' per NM to 800. **Rwy 34**, 300-1½ or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L, 10R, 24**, 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1200 before proceeding on course. **Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R**, climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6**, tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2½ or std. w/min. climb of 223' per NM to 400.

NOTE: **Rwy 6**, trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24**, trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min. climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSBURY, NJ

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course. **Rwy 35**, climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17**, tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6**, trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24**, trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15, 33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4**, tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13**, tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22**, tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31**, trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 206' per NM to 900. **Rwy 10**, std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 147° to 1000 before turning left. **Rwy 33**, climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)

AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course.

Rwy 27, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2½ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course.

Rwy 14, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL.

Rwy 23, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/ 809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19**, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN (HWV)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA-Noise abatement.

NOTE: **Rwy 15**, trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24**, trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.



SIDNEY, NY

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)

ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35**, NA-Environmental. **Rwy 12**, std. w/min. climb of 400' per NM to 1000 or 700-3 w/min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30**, std. w/min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30**, climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12**, trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30**, trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 290' per NM to 600. **Rwy 19**, std. w/min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1**, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19**, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)

ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1. DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)

AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1. DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)

AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.



TETERBORO, NJ

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1, 6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course.

Rwy 20, climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENNTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23**, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,
TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3**: Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline.

Rwy 8: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16**, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34**, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ a min. climb of 260' per NM to 500.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.NOTE: **Rwy 1**, multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL.**Rwy 10**, multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19**, multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min. climb of 427' per NM to 700.NOTE: **Rwy 10**, trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL.**Rwy 28**, trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.**WOODBINE, NJ**

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1**, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL. **Rwy 13**, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL. **Rwy 19**, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31**, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36**, NA-obstacles. **Rwy 23**, std. with a min. climb of 388' per NM to 2100.DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 228° to 2100 before proceeding on course.NOTE: **Rwy 23**, numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

NE-2

AEROFLEX—ANDOVER (See ANDOVER)

ALEXANDRIA (See PITTSTOWN)

ANDOVER
AEROFLEX—ANDOVER (12N) 2 N UTC-5(-4DT) N41°00.52' W74°44.28'

NEW YORK

583 B S4 FUEL 100LL TPA-1600(1017) NOTAM FILE 12N

L-33A, 34H

RWY 03-21: H1981X50 (ASPH) MIRL

IAP

RWY 03: Trees. Rgt tfc. RWY 21: Tree.

AIRPORT REMARKS: Attended Apr-Nov 1400-2300Z†, Dec-Mar 1300-2200Z†. Parallel turf rwy restricted use only. No touch and go lds. Deer and birds on and invof arpt. PPR required for ngt transients ctc arpt manager 973-786-5100. Avoid overflying Lake Lenape while on downwind. Arpt restricted to apch category A acft only. Rwy 03-21 lakes at both apch ends. Dirt svc road to terminal area in front of Rwy 03 thld. Noise abatement procedures in effect ctc arpt manager 973-786-5100. ACTIVATE MIRL Rwy 03-21-122.85.

COMMUNICATIONS: CTAF/UNICOM 122.8

STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)

® **NEW YORK APP/DEP CON 127.6**

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75' W74°52.14' 094° 6.0 NM to fld. 920/11W.

TRINCA (13N) 3 SW UTC-5(-4DT) N40°57.96' W74°46.90'

NEW YORK

600 S2 NOTAM FILE MIV

RWY 06-24: 1924X135 (TURF)

RWY 06: Trees. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR.**COMMUNICATIONS: CTAF/UNICOM 122.8**

APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

RNAV (GPS) RWY 3

ANDOVER / AEROFLEX-ANDOVER (12N)

▼ DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

▲

MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

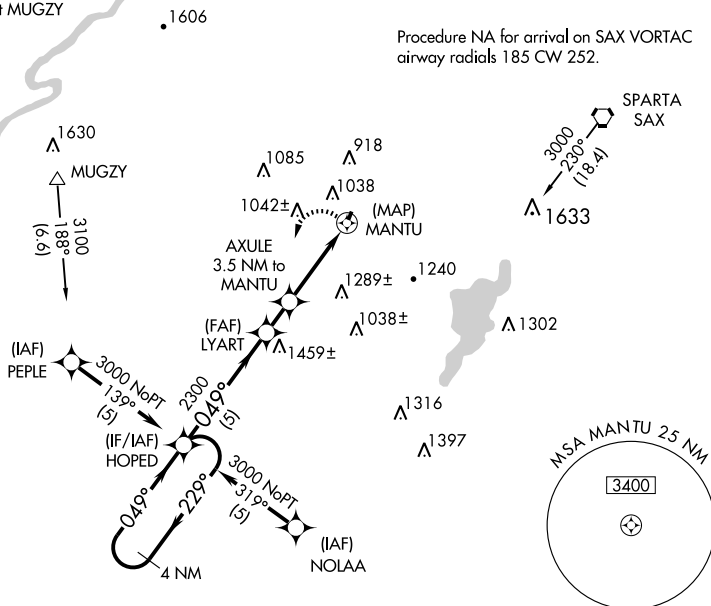
NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF)

122.85 **0**

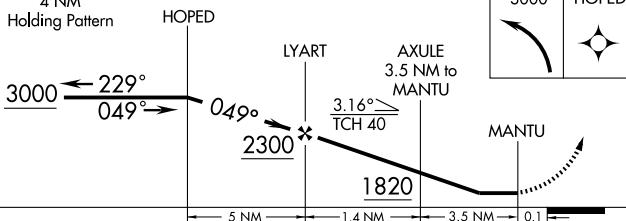
Procedure NA for arrival at MUGZY via V226 northwest bound.

Procedure NA for arrival on SAX VORTAC airway radials 185 CW 252.

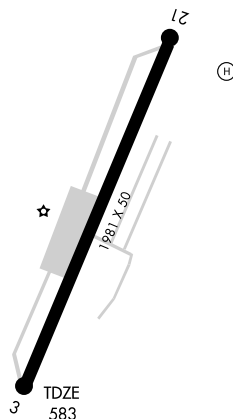


ELEV 583

4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1340-1 757 (800-1)		NA	
CIRCLING	1560-1½ 977 (1000-1½)		NA	

MRL RWY 3-21 **0**

VOR/DME STW 109.6 Chan 33	APP CRS 094°	Rwy Idg TDZE Apt Elev	1981 N/A 583
---	------------------------	-----------------------------	---

VOR-A

ANDOVER / AEROFLEX-ANDOVER (12N)

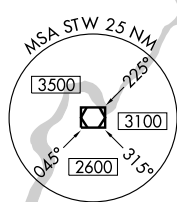
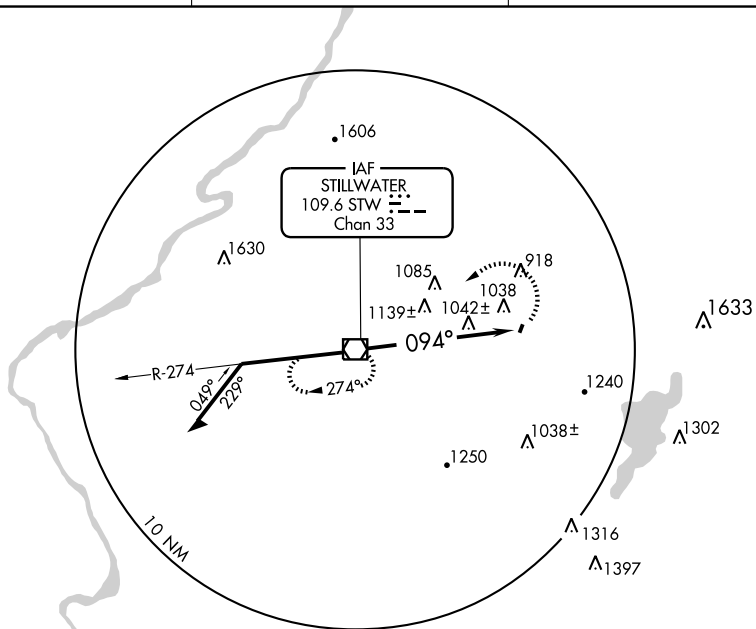
T Procedure NA at night except by prior arrangement
A for runway lights. When local altimeter setting not received, use
Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF)

122.85 L



Remain within 5 NM


VOR/DME

3000

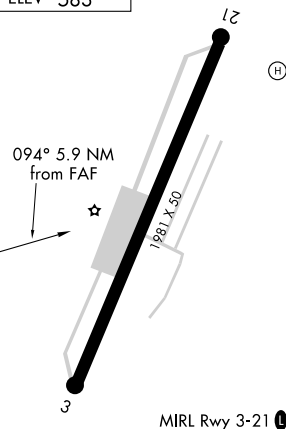
274°

094°

2800

3000 STW

 109.6

ELEV 583

MIRL Rwy 3-21 **L**

CATEGORY	A	B	C
CIRCLING	1560-1¼ 977 (1000-1¼)		NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

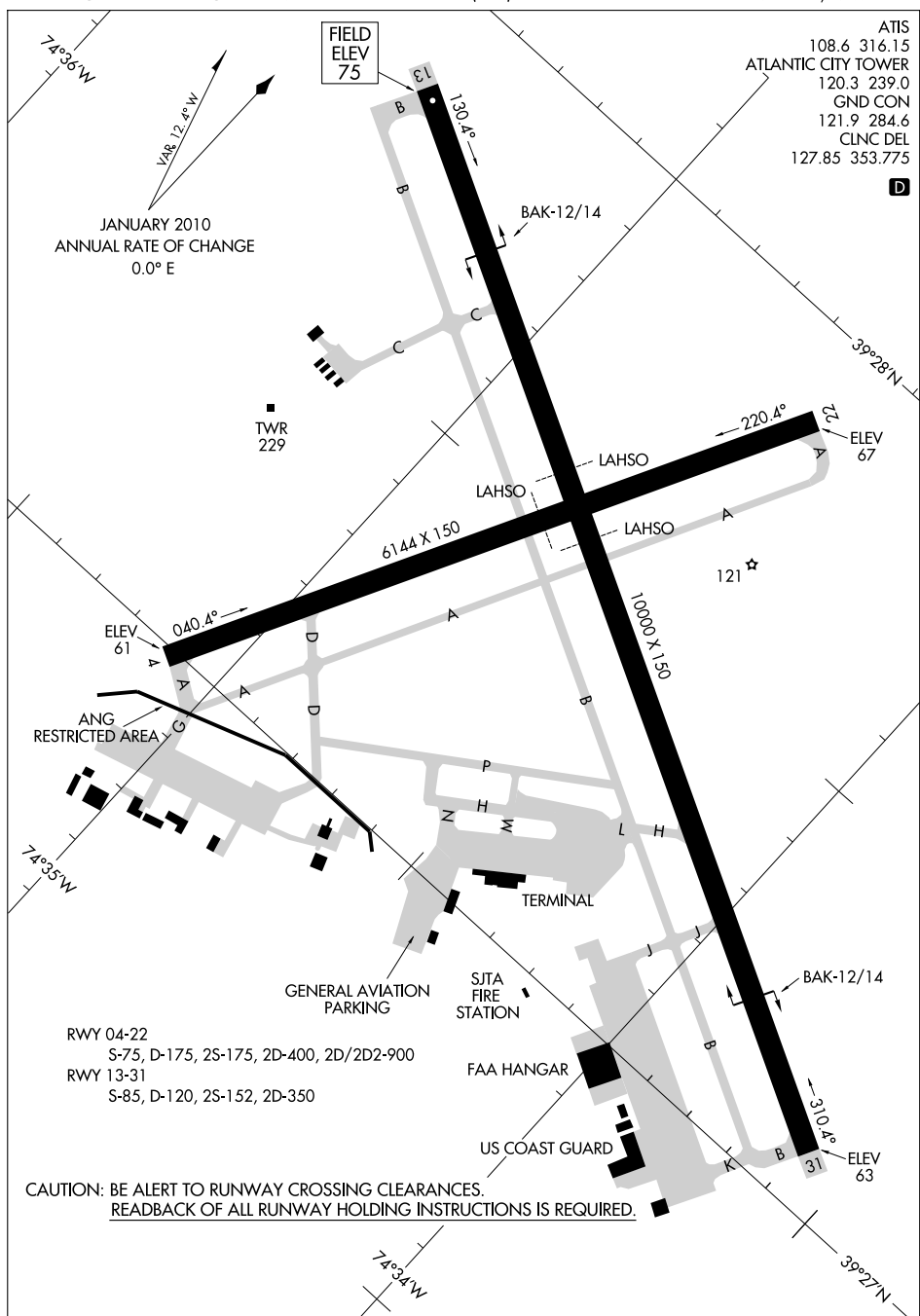
AIRPORT DIAGRAM

AL-669 (FAA)

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

10210

ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY INTL (ACY)

ATLANTIC CITY INTL (ACY) 9 NW UTC-5(-4DT) N39°27.46' W74°34.63'

WASHINGTON

75 B S3 FUEL 100LL, JET A OX3 Class I, ARFF Index C NOTAM FILE ACY

H-101, 121, L-34G

RWY 13-31: H10000X150 (ASPH-GRVD) S-85, D-120, 2S-152, 2D-350 HIRL CL

IAP, AD

RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Road.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 69'. Antenna.

RWY 04-22: H6144X150 (CONC-ASPH-GRVD) S-75, D-175,

2S-175, 2D-400, 2D/2D2-900 HIRL

RWY 04: PAPI(P4L)—GA 3.0° TCH 47'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 51'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	3550
RWY 13	04-22	3600
RWY 31	04-22	5750

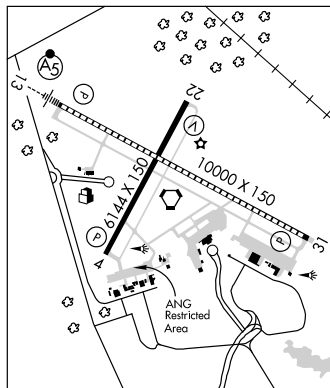
RUNWAY DECLARED DISTANCE INFORMATION:

RWY 04: TORA-6144	TODA-6144	ASDA-6144	LDA-6144
RWY 13: TORA-10000	TODA-10000	ASDA-10000	LDA-10000
RWY 22: TORA-6144	TODA-6144	ASDA-6144	LDA-6144
RWY 31: TORA-10000	TODA-10000	ASDA-10000	LDA-10000

ARRESTING GEAR/SYSTEMS

RWY 13 BAK-14 BAK-12B(B) (1600')

BAK-14 BAK-12B(B) (1600') RWY 31



AIRPORT REMARKS: Attended continuously. No training flights 0400-1200Z±. A-Gear Rwy 31 located 1600 ft from thld, ctc tower for opns. A-Gear Rwy 13 located 1600 ft from thld, ctc tower for opns. Deer, fox and birds on and invof arpt. Rwy 13-31 centerline obscured with rubber. Twy L clsd indef. Twy B has NSTD twy markings between Twy J and Twy K. Taxiway C clsd to dual and double tandem equipped acft. Experimental heliport located on N side of arpt restricted to use of FAA project acft only. High performance military acft operating at arpt. Noise abatement procedures in effect ctc arpt ops at 609-645-7895 extension 2002. Charter ops ctc Airport Operations for reservations; call 609-645-7895 extension 2002. FAA apron PPR call 609-485-6482. US Customs user fee arpt. Customs avbl Mon-Fri 1300-2200Z±. Provide minimum 24 hr advance notice to arrange for Customs. All calls to Customs Mon-Fri 1300-2200Z±; phone 609-484-1610. U.S. Customs fax 609-484-1614. Ldg fee. Parking fee.

COMMUNICATIONS: ATIS 108.6 (609-485-4444)

RCO 122.55 (MILLVILLE RADIO)

Ⓡ APP/DEP CON 134.25 (310-129°) 124.6 (130-309°)

TOWER 120.3 GND CON 121.9 CLNC DEL 127.85

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.

(L) VORTAC 108.6 ACY Chan 23 N39°27.35' W74°34.58' at fld. 70/10W.

VORTAC unusable 290°-300° byd 10 NM blo 4000'.

VOR unusable 301°-355° byd 35 NM blo 2000'

NAADA NDB (LOM) 336 PV N39°29.89' W74°40.35' 129° 5.1 NM to fld.

ILS/DME 109.1 I-PVO Chan 28 Rwy 13. Class IT.

ILS/DME 109.1 I-ACY Chan 28 Rwy 31.

ASR

(ACY1.ACY) 10042

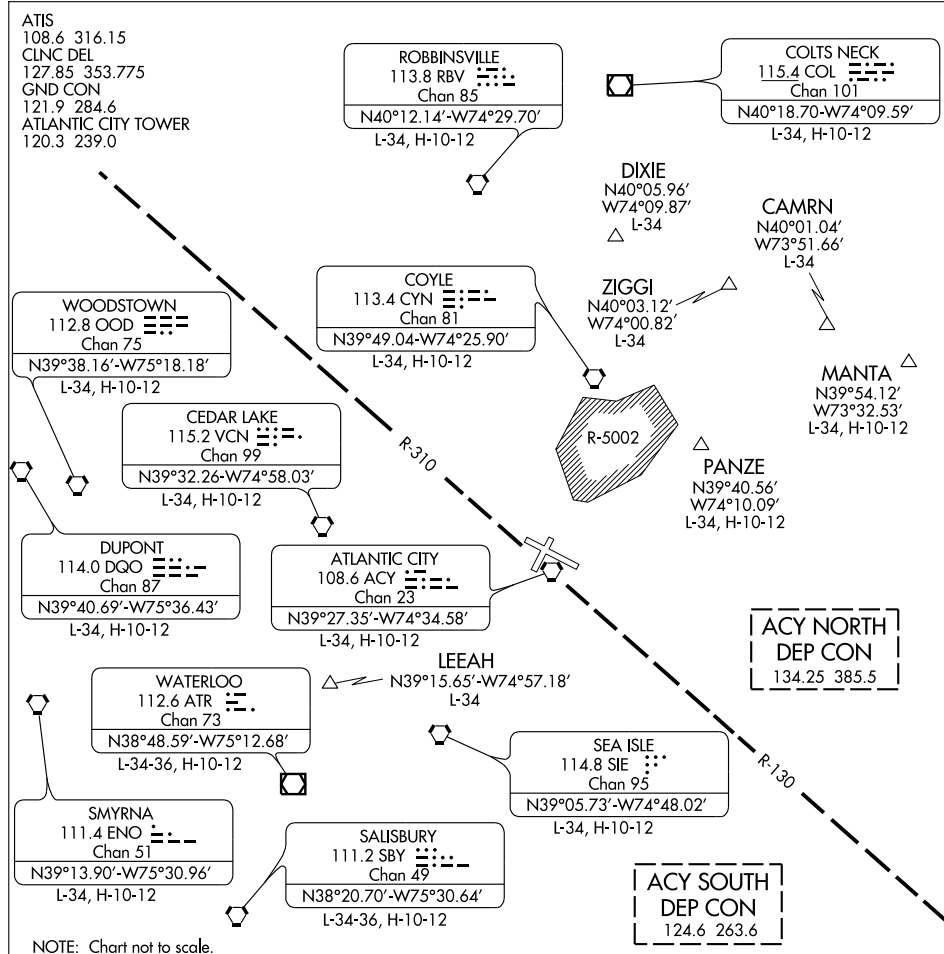
SL-669 (FAA)

ATLANTIC CITY ONE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

ATLANTIC CITY ONE DEPARTURE

(ACY1.ACY) 10042

ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY INTL (ACY)

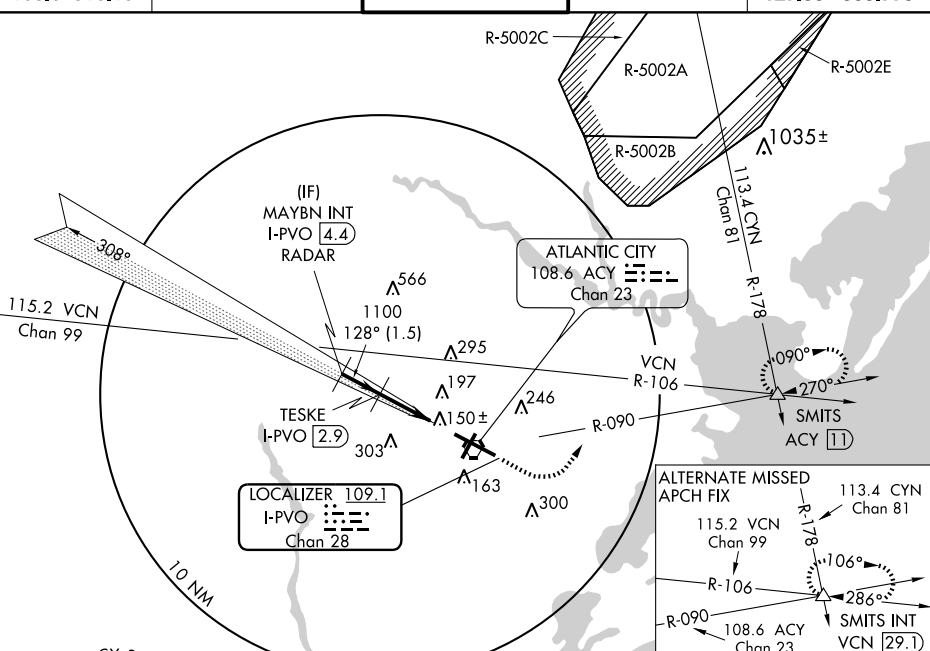
LOC/DME I-PVO	APP CRS	Rwy Idg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

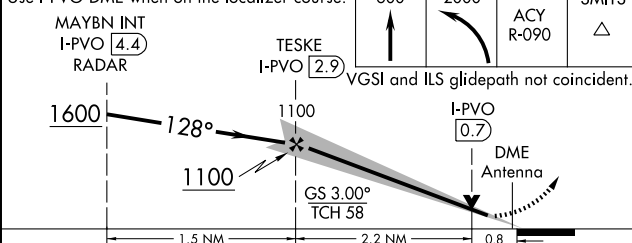
NA ASR	MALSR 	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME R-5002D and hold.
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ATIS 108.6 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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RADAR REQUIRED

Use I-PVO DME when on the localizer course.

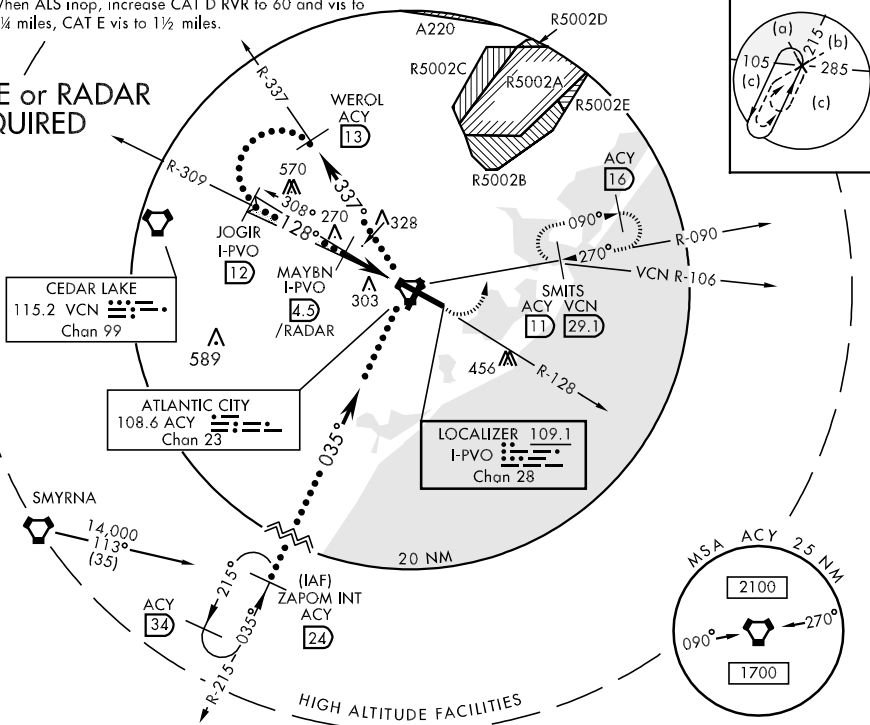


CATEGORY	COPTER	FAF to MAP 3 NM
H-ILS 13	275/12 200 (200-½)	Knots 45 60 75 90 105
H-LOC 13	400/24 325 (400-½)	Min:Sec 4:00 3:00 2:24 2:00 1:43

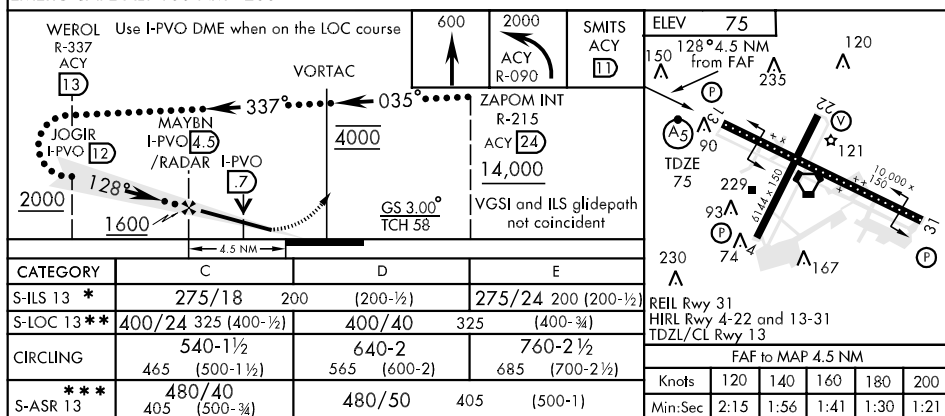
LOC/DME I-PVO 109.1 Chan 28		APCH CRS 128°		Rwy Idg 10,000 TDZE 75 Apt Elev 75		JAL-669 [USAF]		ATLANTIC CITY INTL (KACY)	
<div> <div> <div>▼</div> <div> <p>* When ALS inop, increase RVR to 40 and vis to ¾ mile.</p> <p>* * When ALS inop, increase RVR to 50 and vis to 1 mile.</p> </div> </div> <div> <div> <div>Ⓜ</div> <div> <div>MAISR</div> <div> <div>Ⓜ</div> <div> <div>=====</div> <div>=====</div> </div> </div> </div> </div> </div> </div>				<div> <div> <div>MISSD APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.</div> </div> </div>					
<div> <div>ATIS</div> <div>108.6</div> </div>		<div> <div>ATLANTIC CITY APP CON</div> <div> <div>130° - 309°</div> <div>124.6 327.125</div> <div>310° - 129°</div> <div>134.25 385.5</div> </div> </div>		<div> <div>ATLANTIC CITY TOWER</div> <div>120.3 239.0</div> </div>		<div> <div>GND CON</div> <div>121.9 284.6</div> </div>		<div> <div>CLNC DEL</div> <div>127.85 353.775</div> </div>	
ASR									

*** When ALS inop, increase CAT D RVR to 60 and vis to 1 1/4 miles, CAT E vis to 1 1/2 miles.

DME or RADAR
REQUIRED



EMERG SAFE ALT 100 NM 4200



ATLANTIC CITY NEW JERSEY

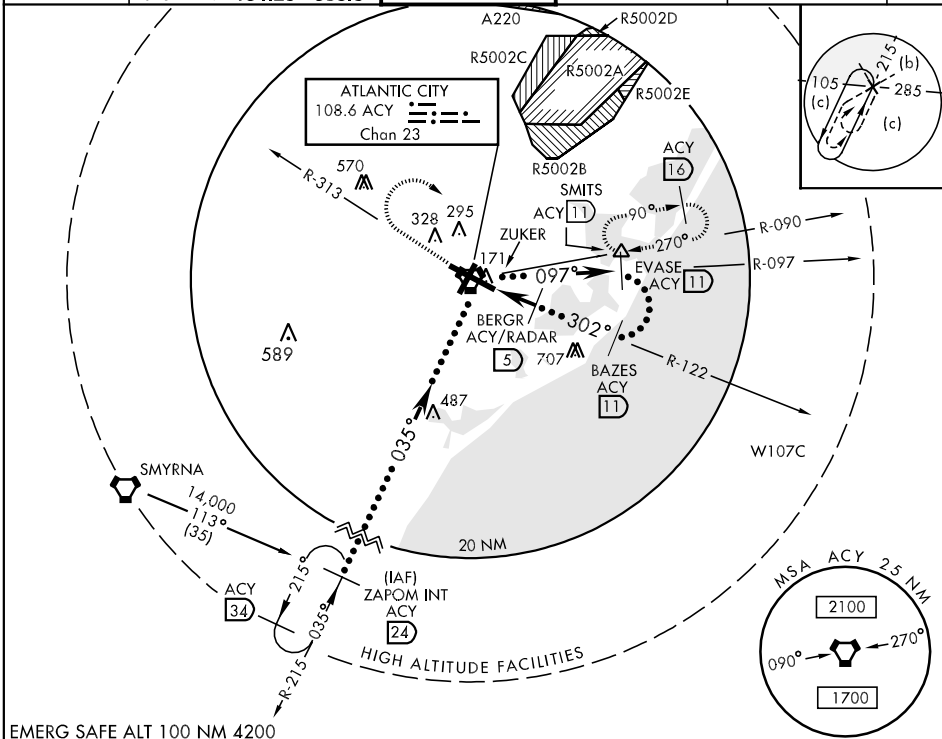
39°27'N-74° 35'W

Amdt 4A 08269

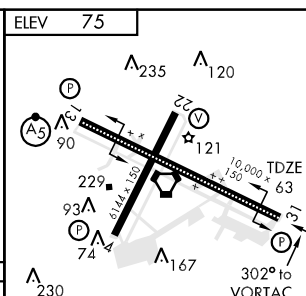
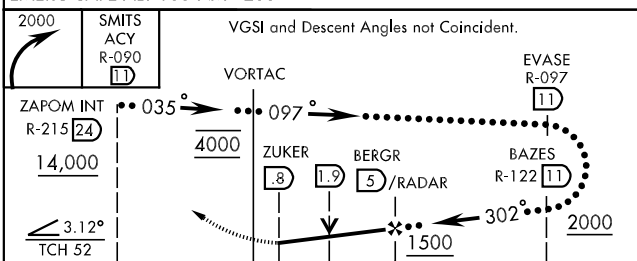
ATLANTIC CITY INTL (KACY)

HI-ILS or LOC RWY 13

ATIS 108.6	ATLANTIC CITY APP CON 130°- 309° 124.6 327.125 110°- 319° 134.25 385.5	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775	ASR
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EMERG SAFE ALT 100 NM 4200



CATEGORY	C	D	E
S-31	480-1 1/4 417	(500-1 1/4)	480-1 1/2 417 (500-1 1/2)
CIRCLING	540-1 1/2 465 (500-1 1/2)	640-2 565 (600-2)	760-2 1/2 685 (700-2 1/2)
S-ASR 31	480-1 1/4 417	(500-1 1/4)	480-1 1/2 417 (500-1 1/2)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

LOC/DME I-ACY 109.10 Chan 28	APP CRS 308°	Rwy Idg TDZE Apt Elev	10000 63 75
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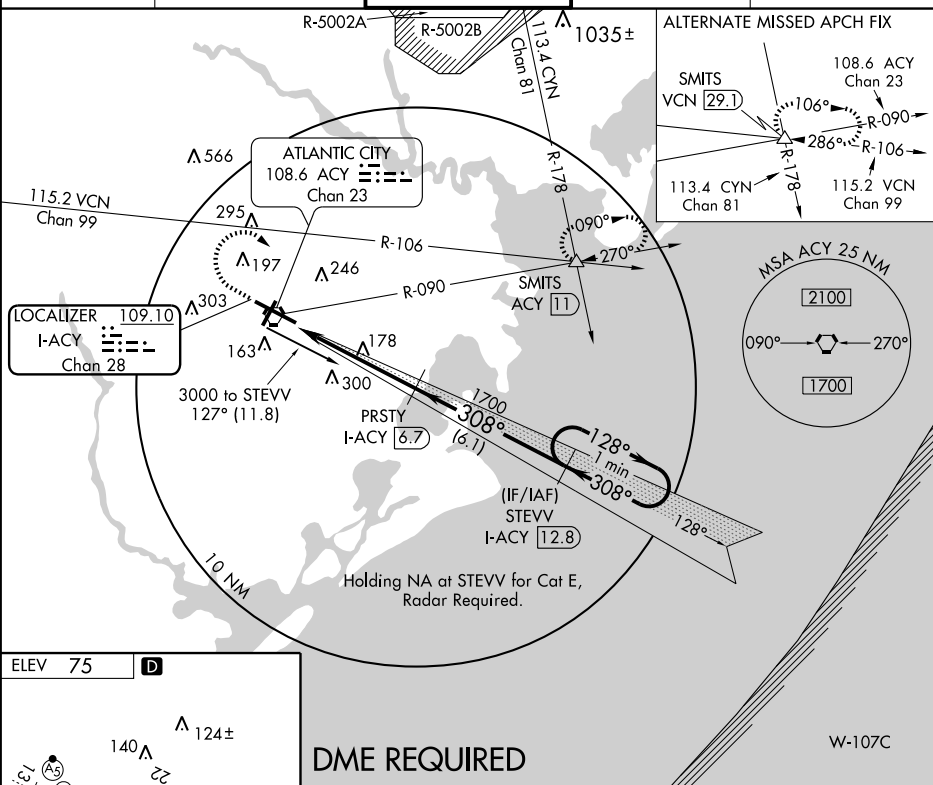
ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)



MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS 108.6 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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DME REQUIRED

500 ↑	2000 hdg 130°	ACY R-090	SMITS △	Use I-ACY DME when on localizer course.				
VGSI and ILS glidepath not coincident.		PRSTY I-ACY 6.7		STEVEV I-ACY 12.8	One Minute Holding Pattern			
I-ACY 1.8		I-ACY 3	1700	308°	128°	2000	GS 3.00° TCH 52	
1.2		3.7 NM	6.1 NM					
CATEGORY	A	B	C	D	E			
S-ILS 31	263-¾ 200 (200-¾)							
S-LOC 31	520-1	457 (500-1)	520-1¼ 457 (500-1¼)	520-1½	457 (500-1½)			
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2	760-2½ 685 (700-2½)			

TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY

Orig-A 10210

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)

ILS or LOC/DME RWY 31

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-PVO <u>109.1</u> Chan 28	APP CRS 128°	Rwy Idg 10000 TDZE 75 Apt Elev 75
--	------------------------	--

ILS or LOC RWY 13

ATLANTIC CITY INTL (ACY)

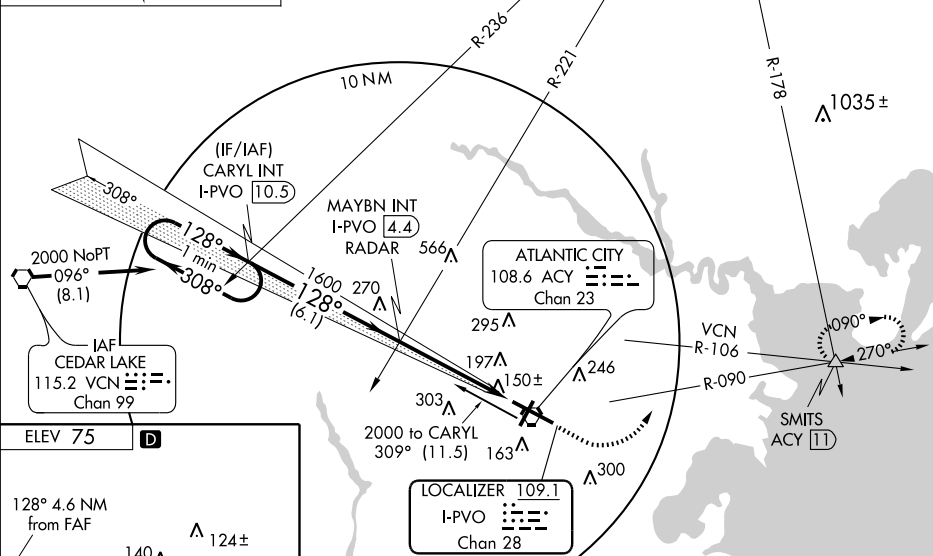
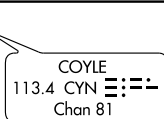
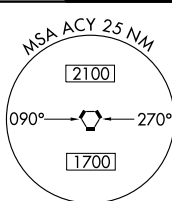
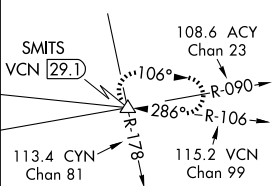
T For inoperative MALSR, increase S-ILS 13 Cat E visibility to
A RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000,
 ASR and Cat E to RVR 6000.



MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

ALTERNATE MISSED APCH FIX



Use I-PVO DME when on the localizer course.

One Minute Holding Pattern

CARYL INT
I-PVO 10.5

MAYBN INT
I-PVO 4.4

60
↑

20

D	R
---	---

CY
90

△

VGSI and ILS glidepath not coincident.

I-PVO
0.7
$$\begin{array}{c} \leftarrow 308^\circ \\ \hline 2000 \quad \quad \quad 128^\circ \rightarrow \end{array}$$

GS 3.00

1600

1

1

CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-½)				275/24 200 (200-½)
S-LOC 13	400/24 325 (400-½)			400/40	325 (400-¾)
CIRCLING	540-1 465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)	

ATLANTIC CITY, NEW JERSEY

Amdt 8 10210

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)

ILS or LOC RWY 13

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

APP CRS	Rwy ldg	6144
038°	TDZE	68
	Apt Elev	75

RNAV (GPS) RWY 4
ATLANTIC CITY INTL (ACY)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct
ROCDO and via 112° track to SMITS and hold.

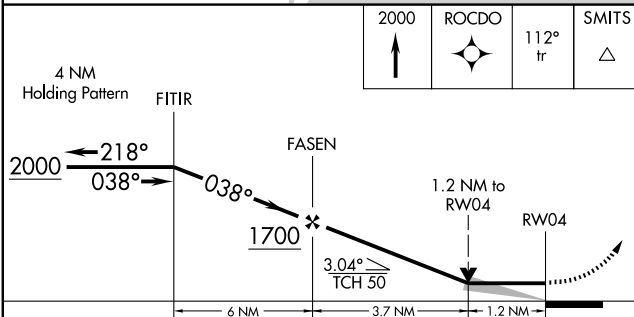
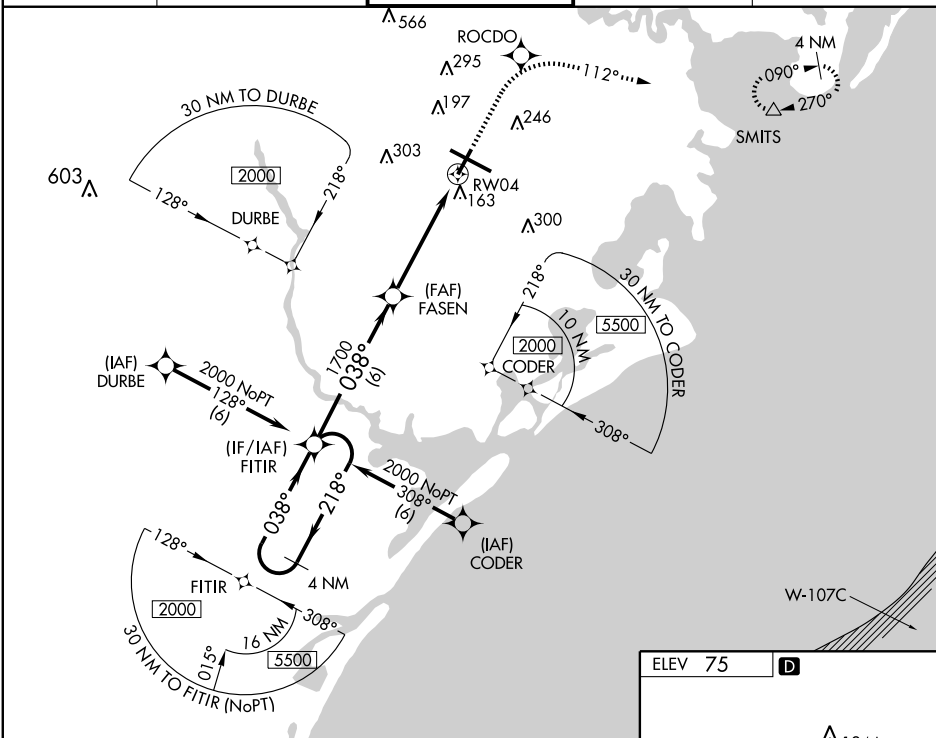
ATIS
108.6 316.15

ATLANTIC CITY APP CON
124.6 327.125

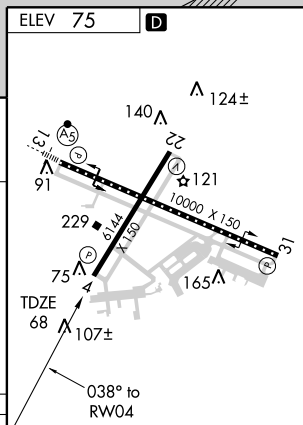
ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775



CATEGORY	A	B	C	D	E
LNAY MDA	480-1	412 (500-1)	480-1¼	412 (500-1¼)	480-1½ 412 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)



TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY
Amdt 1A 10210

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)
RNAV (GPS) RWY 4

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6144
218°	TDZE	68
	Apt Elev	75

RNAV (GPS) RWY 22

ATLANTIC CITY INTL (ACY)



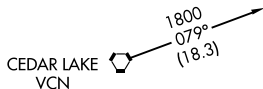
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASEN
and on track 273° to TUBER and hold.

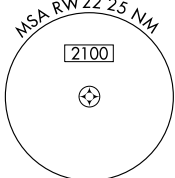
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

**RADAR REQUIRED
WHEN R-5002B
IS ACTIVE.**

Λ⁶⁰⁵

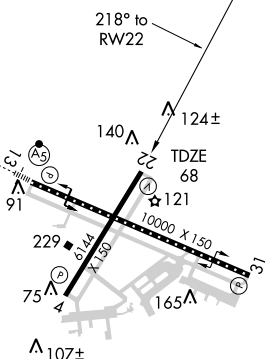


Procedure NA for arrivals on VCN VORTAC
airway radials 066 CW 115.

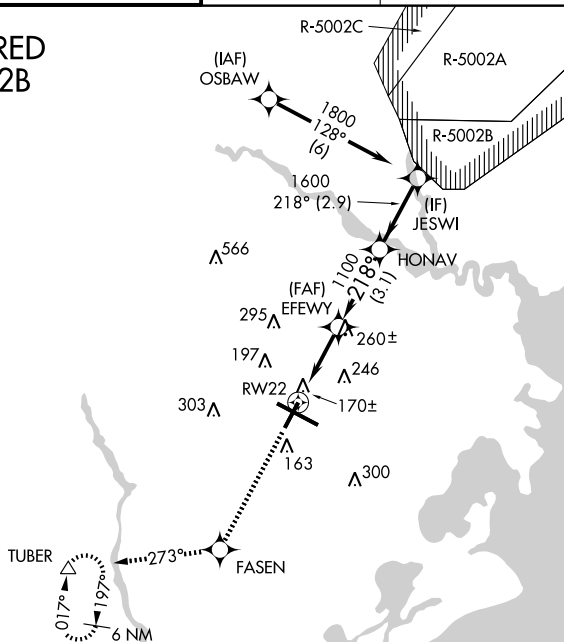


ELEV 75

D

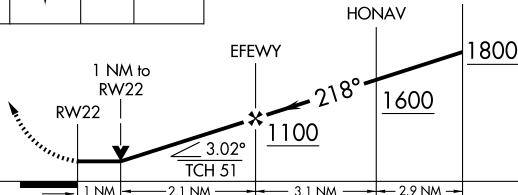


TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31



2000	FASEN	tr 273°	TUBER
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Procedure
Turn
NA



CATEGORY	A	B	C	D	E
LNVA MDA	440-1	372 (400-1)	440-1 1/4	372 (400-1 1/4)	
CIRCLING	540-1	465 (500-1)	540-1 1/2 465 (500-1 1/2)	640-2 565 (600-2)	760-2 1/2 685 (700-2 1/2)

WAAS CH 45513 W13A	APP CRS 128°	Rwy Idg 10000 TDZE 75 Apt Elev 75
--	------------------------	--

RNAV (GPS) Y RWY 13

ATLANTIC CITY INTL (ACY)

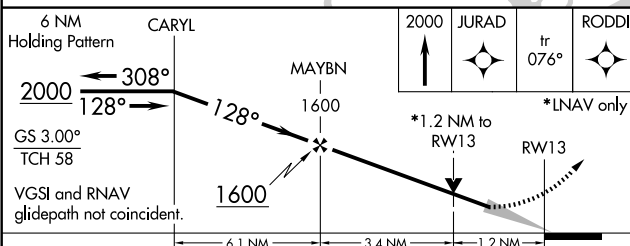
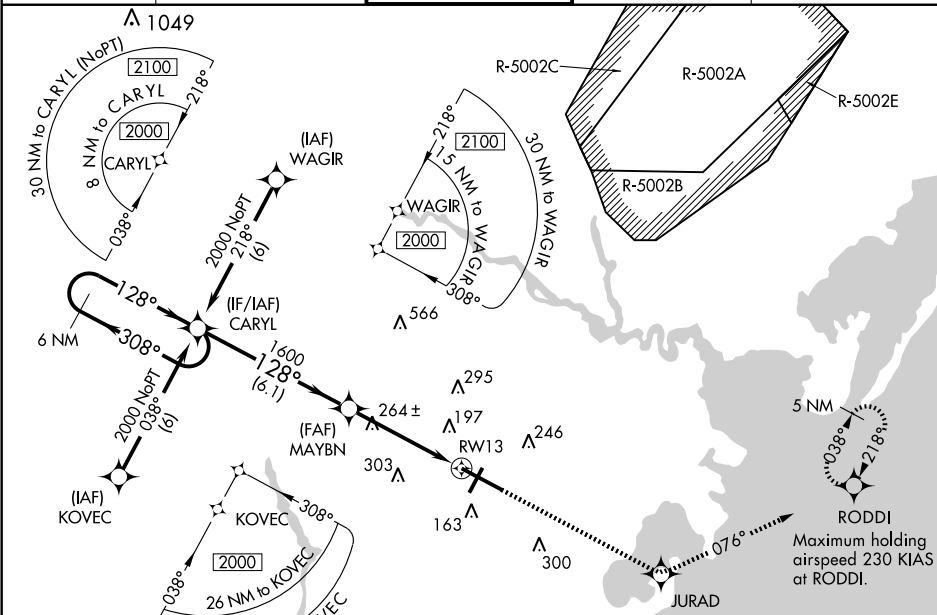
ASR For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

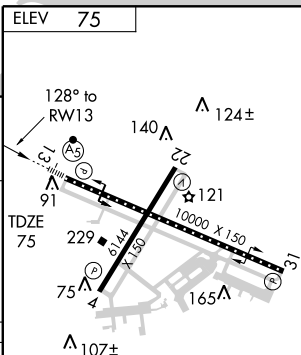


MISSED APPROACH: Climb to 2000 direct JURAD and on track 076° to RODDI and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D	E
LPV DA	275/24 200 (200-½)				
LNAV/VNAV DA	475/40 400 (400-¾)				
LNAV MDA	520/24 445 (500-½)	520/40 445 (500-¾)	520/50 445 (500-1)	520/50 445 (500-1)	475/50 400 (400-1)
CIRCLING	540-1 465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)	760-2½ 685 (700-2½)



WAAS CH 50113 W31A	APP CRS 308°	Rwy ldg TDZE Apt Elev	10000 63 75
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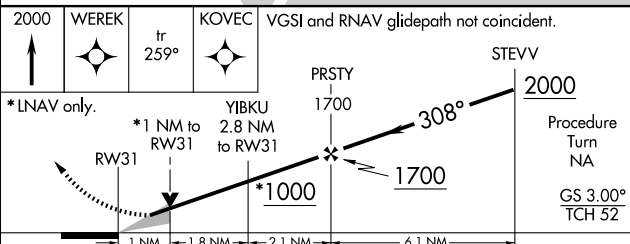
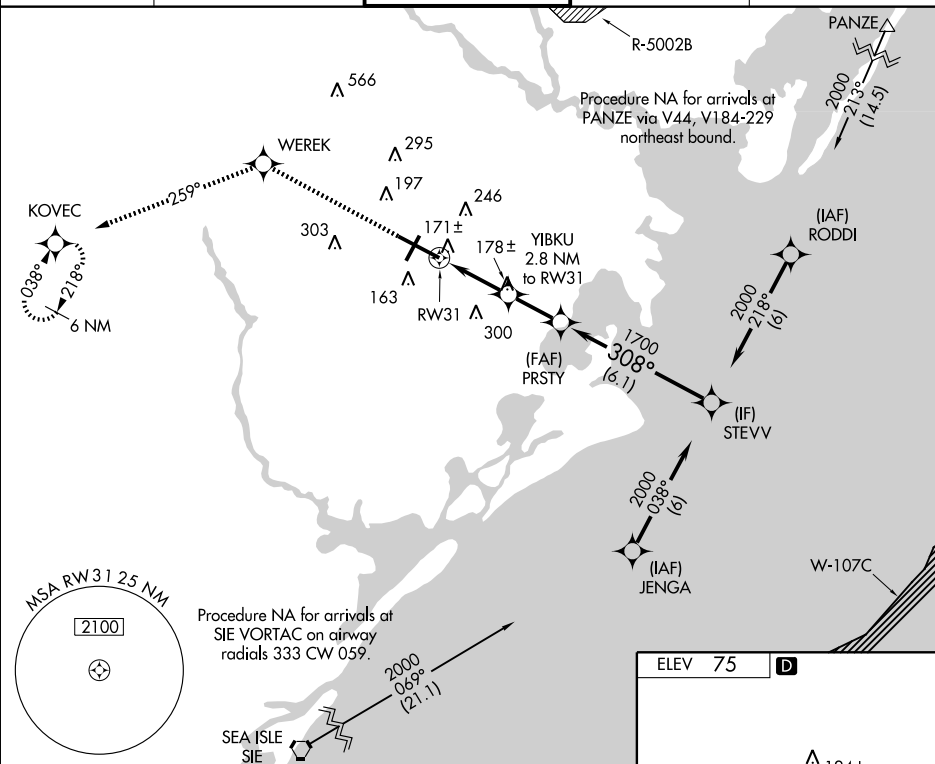
RNAV (GPS) Y RWY 31

ATLANTIC CITY INTL (ACY)

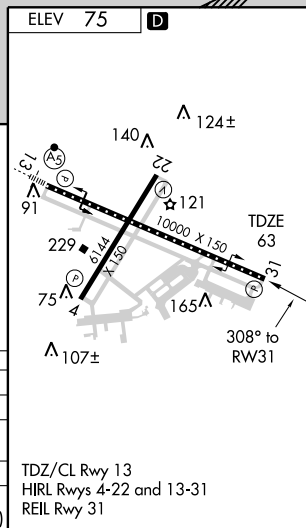
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
ASR DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WEREK and on track 259° to KOVEC and hold.

ATIS 108.6 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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CATEGORY	A	B	C	D	E
LPV DA	263/40	200 (200-¾)			
LNAV/VNAV DA	421/60	358 (400-1¼)			
LNAV MDA	440/50	377 (400-1)	440/60	377 (400-1¼)	
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)



APP CRS	Rwy ldg	10000
128°	TDZE	75
	Apt Elev	75

RNAV (RNP) Z RWY 13

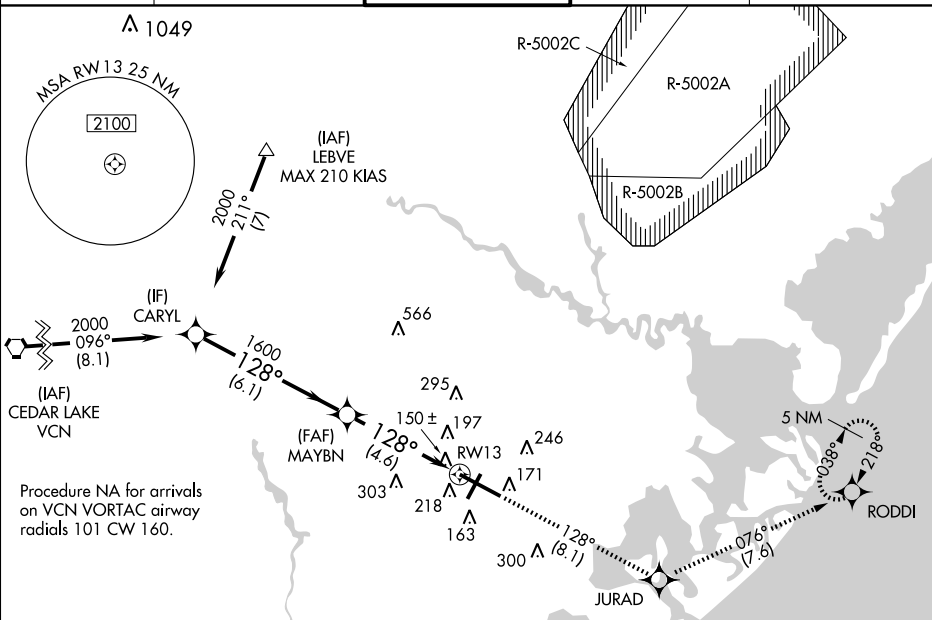
ATLANTIC CITY INTL (ACY)

GPS Required.
 For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F).
 For inoperative MALS, increase RNP-0.30 all Cats visibility to RVR 6000.

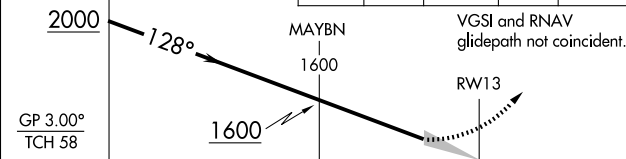
MALS


MISSED APPROACH: Climb to 2000 on track 128° to JURAD and on track 076° to RODDI and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

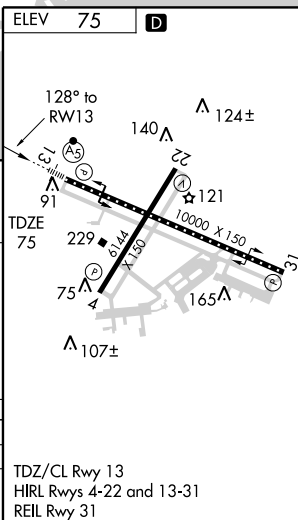


Procedure Turn NA	CARYL	2000	tr 128°	JURAD	tr 076°	RODDI
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CATEGORY	A	B	C	D
RNP 0.30 DA	437/40 362 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS 308°	Rwy Idg 10000 TDZE 63 Apt Elev 75
------------------------	--

RNAV (RNP) Z RWY 31

ATLANTIC CITY INTL (ACY)

GPS Required.
ASR For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 308° to WEREK on track 259° to KOVEC and hold.

ATIS
108.6 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775

MISSED APCH FIX

KOVEC



R-5002C

R-5002A

R-5002B

Δ 1035±

(RNP 0.50)
PANZE

Procedure NA for arrivals at PANZE via V44 northeast bound, V184-229 northeast bound.

WEREK
259° (7.9)
308° (7.1)

Δ 295

Δ 197

Δ 246

Δ 303

Δ 163

Δ 300

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 060° (21.1)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

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Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Δ 2000

Δ 038° (6)

Procedure NA for arrivals on SIE VORTAC airway radials 333 CW 131.

(RNP 0.50)
SEA ISLE
SIE

(FAF)
PRSTY

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

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Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

Δ 1700

Δ 308° (6.1)

(IAF)
RODDI

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

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Δ 218° (6)

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Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

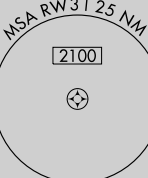
Δ 2000

Δ 218° (6)

Δ 2000

Δ 218° (6)

Δ 2000



W-107C

ELEV 75

D



VGS and RNAV glidepath not coincident.

Procedure Turn NA

STEVV

2000

GP 3.00°

TCH 52

RW31

PRSTY

1700

308°

1700

4.9 NM

6.1 NM

CATEGORY

A

B

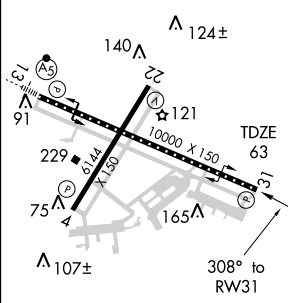
C

D

RNP 0.30 DA

401/60 338 (400-1¼)

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

VORTAC ACY 108.6 Chan 23	APP CRS 207°	Rwy ldg 6144 TDZE 68 Apt Elev 75
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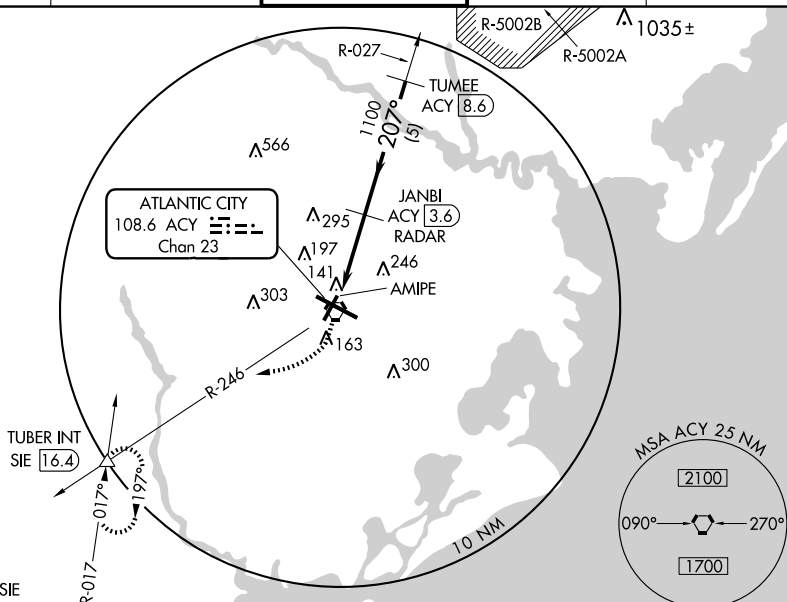
VOR/DME RWY 22

ATLANTIC CITY INTL (ACY)



MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

ATIS 108.6 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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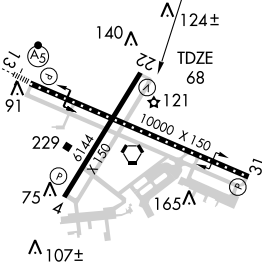


RADAR REQUIRED

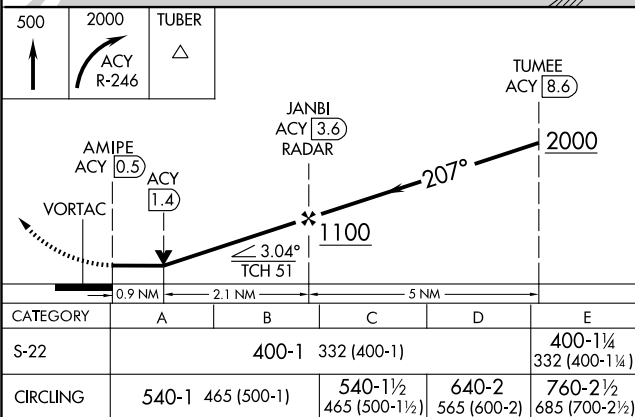
ELEV 75



207° 3 NM
from FAF



TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31



ATLANTIC CITY, NEW JERSEY

Amdt 6 10210

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)

VOR/DME RWY 22

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

VORTAC ACY 108.6 Chan 23	APP CRS 048°	Rwy ldg TDZE Apt Elev	6144 68 75
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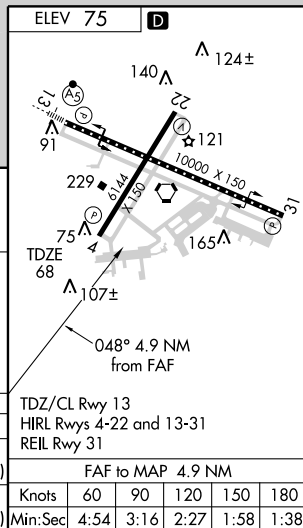
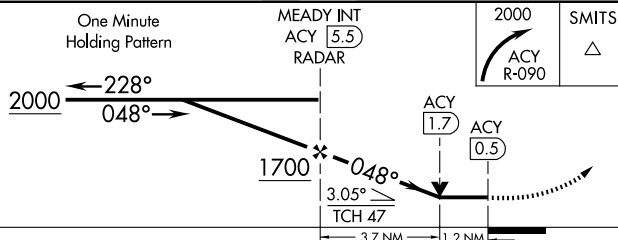
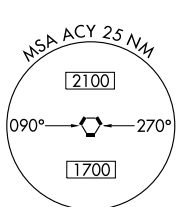
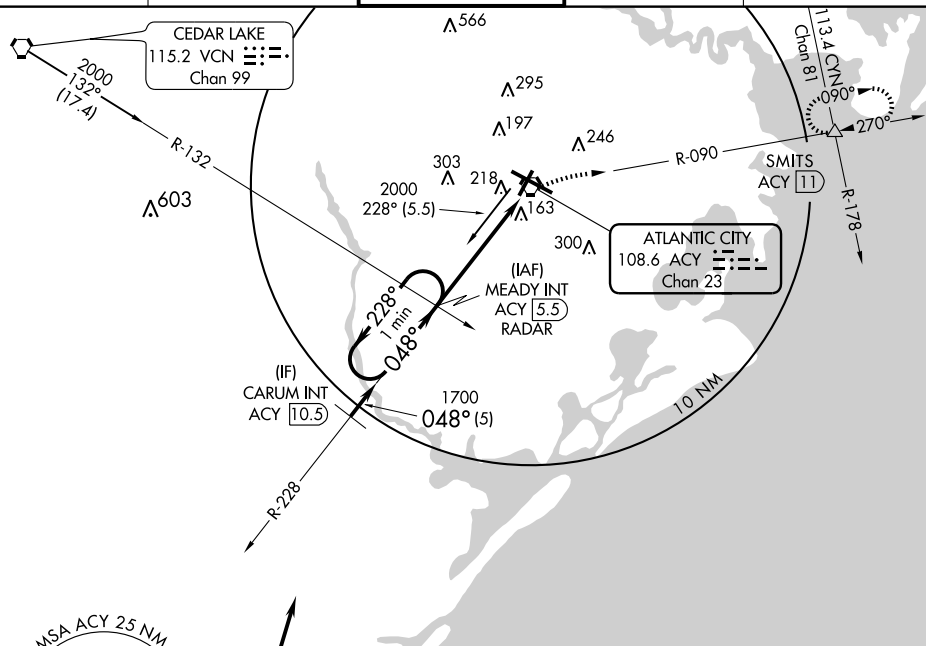
VOR RWY 4

ATLANTIC CITY INTL (ACY)



MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D	E
S-4	480-1 412 (500-1)		480-1½ 412 (500-1½)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VORTAC ACY
108.6
Chan **23**

APP CRS
133°

Rwy Idg **10000**
TDZE
75
Apt Elev
75

VOR RWY 13

ATLANTIC CITY INTL (ACY)



For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.



MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

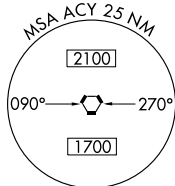
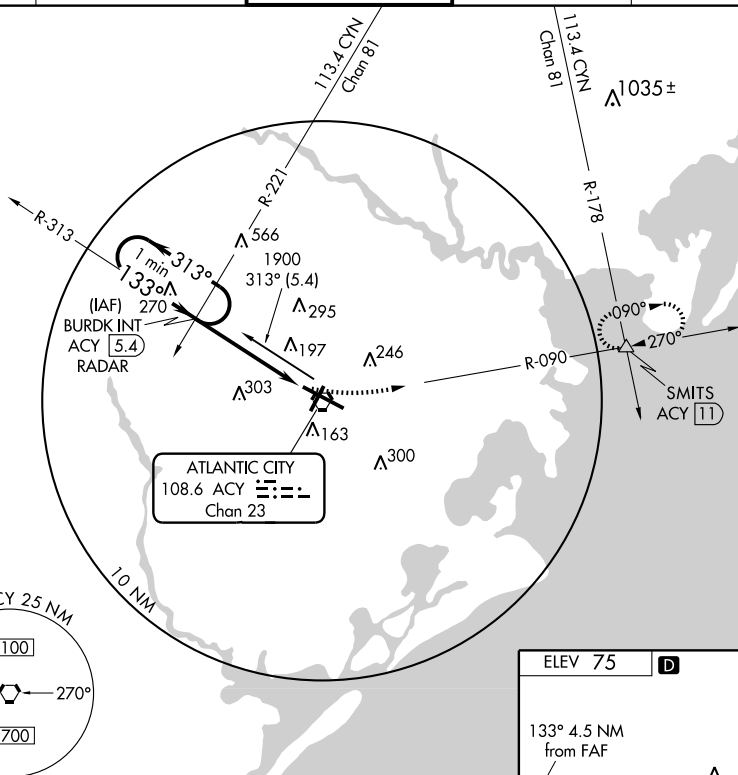
ATIS
108.6 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

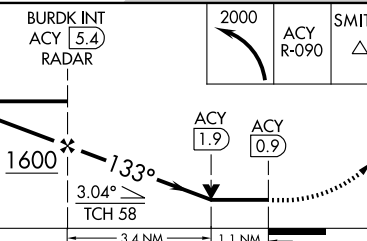
CLNC DEL
127.85 353.775



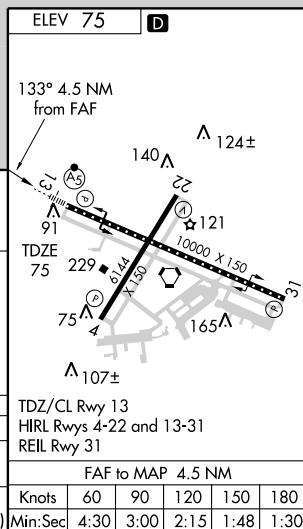
One Minute
Holding Pattern

1900 ← 313°
133° →

VGSI and descent angles
not coincident.



CATEGORY	A	B	C	D	E
S-13	480/24	405 (500-½)	480/40 405 (500-¾)	480/50	405 (500-1)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)



VORTAC ACY	APP CRS	Rwy ldg	10000
108.6	302°	TDZE	63
Chan 23		Apt Elev	75

VOR RWY 31
ATLANTIC CITY INTL (ACY)



MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

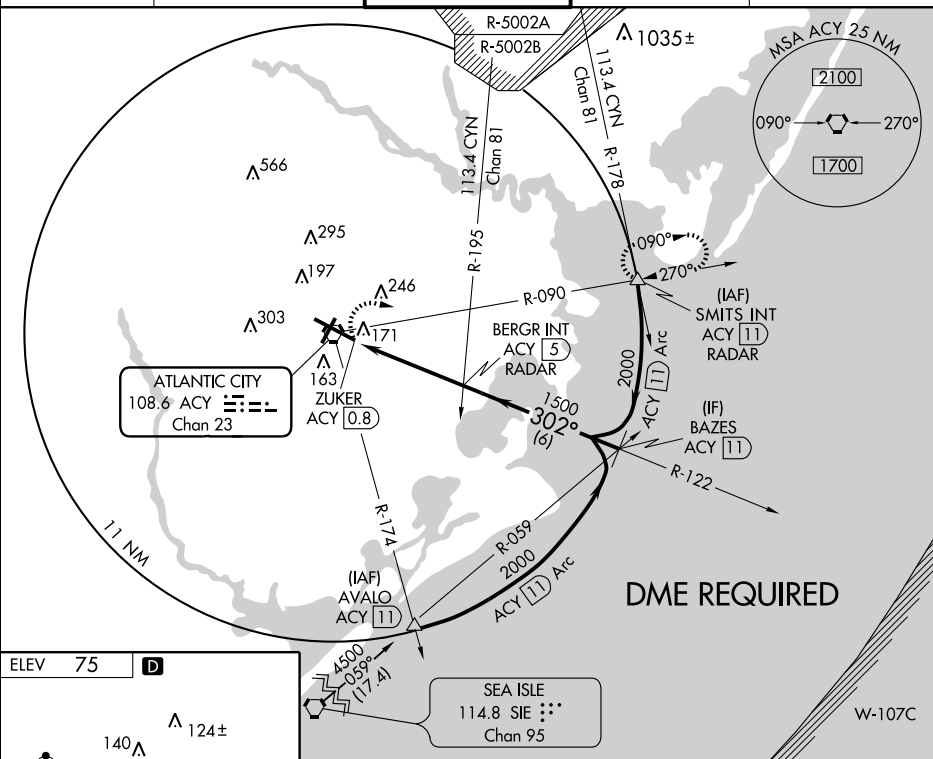
ATIS
108.6 316.15

ATLANTIC CITY APP CON
124.6 327.125

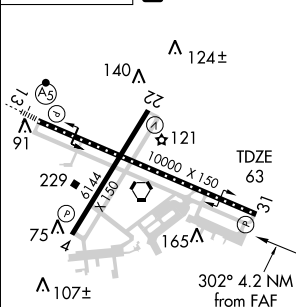
ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775



ELEV	75	D
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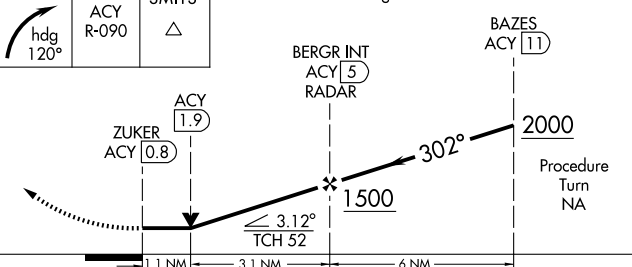
TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ATLANTIC CITY, NEW JERSEY

Amdt 1 10210

2000		SMITS	VGSI and descent angles not coincident.
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CATEGORY	A	B	C	D	E
S-31	480-1	417 (500-1)	480-1½	417 (500-1½)	480-1½ 417 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

ATLANTIC CITY INTL (ACY)
VOR RWY 31

39°27'N-74°35'W

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

BELMAR/FARMINGDALE**MONMOUTH EXECUTIVE**

(BLM) 5 W UTC-5(-4DT) N40°11.21' W74°07.47'

153 B S4 FUEL 100LL, JET A TPA-994(841) NOTAM FILE BLM

RWY 14-32: H7371X85 (ASPH) MRL(NSTD) 0.6% up SW

RWY 14: REIL. Trees.

RWY 32: REIL. PVASI(PSIL). Trees.

RWY 03-21: H3512X50 (ASPH)

RWY 03: Trees.

RWY 21: Tree.

AIRPORT REMARKS: Attended 1100-0400Z. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and in/ovf arpt. Rwy 03-21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre-arrangement only 732-938-4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14-32. For rwy conditions during snowy weather call 732-751-0044. Rwy 14-32 first 575' at AER 32 85' wide, remainder Rwy 14-32 100' wide. Rwy 14-32 NSTD twy separation 185'. Berm 36 ft high, N Rwy 14-32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go lds Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14-32 NSTD MRL, REIL Rwy 14 and Rwy 32 not co-located at rwy thld. No Rwy 32 thld lgs, Rwy 14 thld lights NSTD placement 245' before thld bar. NSTD MRL Rwy 14-32 and REIL Rwy 14 and Rwy 32 opr dusk-0400Z. To prearrange for rwy lights after 0400Z call 732-751-0044. Rotating bcn opr dusk-0400Z. To prearrange for bcn after 0400Z call 732-751-0044. Ldg fee.

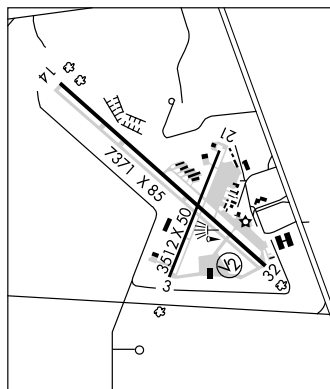
WEATHER DATA SOURCES: AWOS-3 121.625 (732) 938-3330.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® McGuire APP/DEP CON 124.15 CLNC DEL 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70' W74°09.58' 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 103° 17 NM to fld. 248/10W.

**BERLIN****CAMDEN CO**

(19N) 1 SW UTC-5(-4DT) N39°46.71' W74°56.87'

149 B S4 FUEL 100LL, JET A TPA-1149(1001) NOTAM FILE MIV

RWY 05-23: H3094X45 (ASPH) MRL 0.3% up SW

RWY 05: REIL. Thld dsplcd 740'. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239'. Tree.

AIRPORT REMARKS: Attended 1300Z-2200Z. Trees along northwest side of Rwy 05-23. REIL Rwy 23 OTS indef. ACTIVATE MRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn-CTAF.

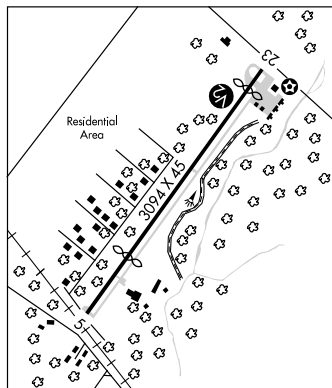
COMMUNICATIONS: CTAF/UNICOM 123.0

® McGuire APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74°58.03' 014° 14.5 NM to fld. 120/10W.

**WASHINGTON**

L-346, A

IAP

APP CRS 144°	Rwy Idg TDZE Apt Elev	7371 159 159
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GPS RWY 14

BELMAR / MONMOUTH EXECUTIVE (BLM)

▼ Procedure not authorized at night except by prior arrangement for runway lights.
▲ NA

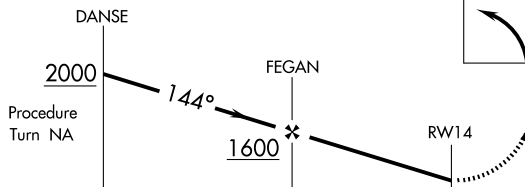
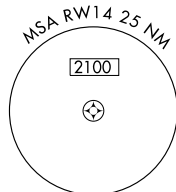
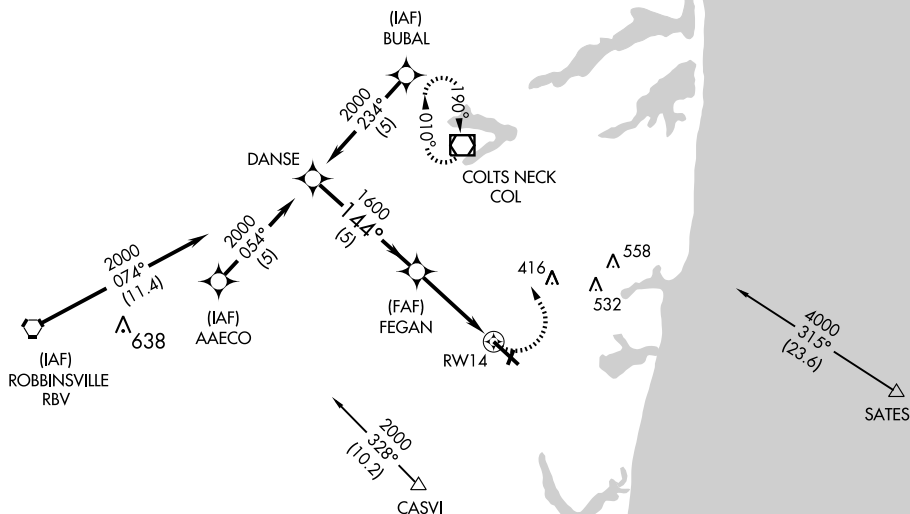
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

AWOS-3
121.625

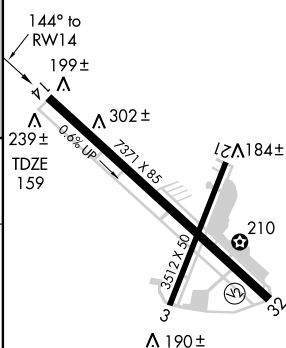
McGUIRE APP CON
124.15 363.8

CLNC DEL
126.15

UNICOM
123.0 (CTAF)



ELEV 159



CATEGORY	A	B	C	D
S-14	560-1	401 (500-1)	560-1¼	401 (500-1¼)
CIRCLING	620-1	461 (500-1)	620-1½	461 (500-1½)
			720-2	561 (600-2)

MIRL Rwy 14-32
REIL Rws 14 and 32

VORTAC RBV 113.8 Chan 85	APP CRS 103°	Rwy Idg TDZE Apt Elev	N/A N/A 159
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VOR or GPS-A

BELMAR / MONMOUTH EXECUTIVE (BLM)

▼ Procedure not authorized at night except
▲ NA by prior arrangement for runway lights.

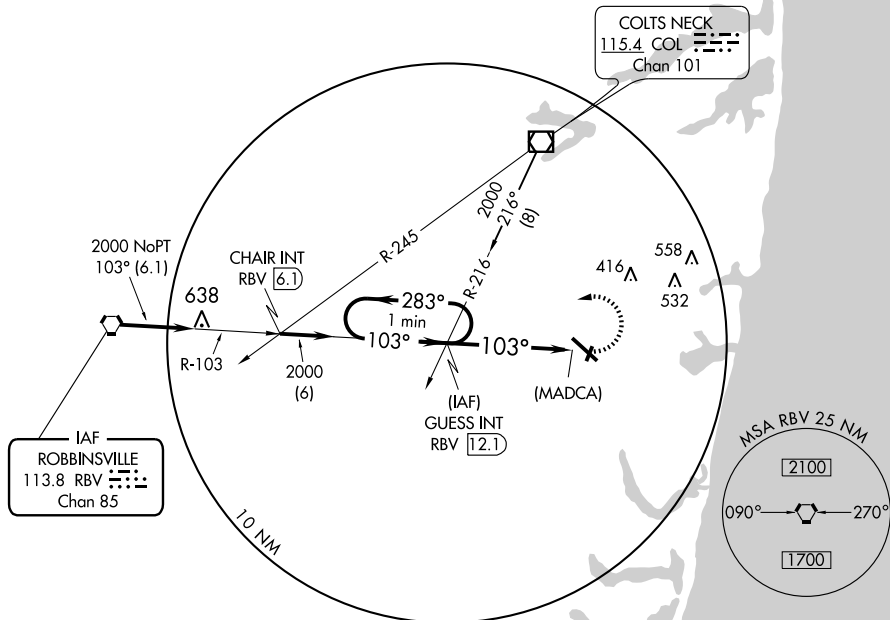
MISSED APPROACH: Climbing left turn to 2000
via RBV R-103 to GUESS Int and hold.

AWOS-3
121.625

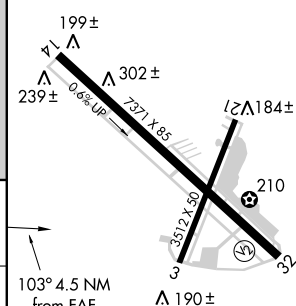
McGUIRE APP CON
124.15 363.8

CLNC DEL
126.15

UNICOM
123.0 (CTAF)



ELEV 159



MIRL Rwy 14-32
REIL Rwy 14 and 32

FAF to MAP 4.5 NM

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	620-1	461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)	Min:Sec	4:30	3:00	2:15	1:48	1:30

BELMAR/FARMINGDALE**MONMOUTH EXECUTIVE**

(BLM) 5 W UTC-5(-4DT) N40°11.21' W74°07.47'

153 B S4 FUEL 100LL, JET A TPA-994(841) NOTAM FILE BLM

RWY 14-32: H7371X85 (ASPH) MRL(NSTD) 0.6% up SW

RWY 14: REIL. Trees.

RWY 32: REIL. PVASI(PSIL). Trees.

RWY 03-21: H3512X50 (ASPH)

RWY 03: Trees.

RWY 21: Tree.

AIRPORT REMARKS: Attended 1100-0400Z. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and in/ovf arpt. Rwy 03-21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre-arrangement only 732-938-4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14-32. For rwy conditions during snowy weather call 732-751-0044. Rwy 14-32 first 575' at AER 32 85' wide, remainder Rwy 14-32 100' wide. Rwy 14-32 NSTD twy separation 185'. Berm 36 ft high, N Rwy 14-32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go lds Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14-32 NSTD MRL, REIL Rwy 14 and Rwy 32 not co-located at rwy thld. No Rwy 32 thld lgs, Rwy 14 thld lights NSTD placement 245' before thld bar. NSTD MRL Rwy 14-32 and REIL Rwy 14 and Rwy 32 opr dusk-0400Z. To prearrange for rwy lights after 0400Z call 732-751-0044. Rotating bcn opr dusk-0400Z. To prearrange for bcn after 0400Z call 732-751-0044. Ldg fee.

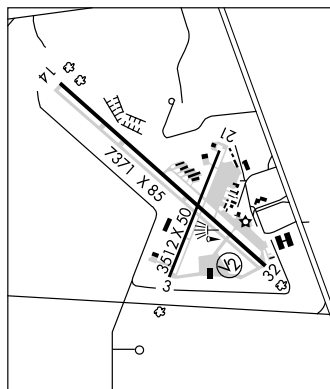
WEATHER DATA SOURCES: AWOS-3 121.625 (732) 938-3330.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® McGuire APP/DEP CON 124.15 CLNC DEL 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70' W74°09.58' 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 103° 17 NM to fld. 248/10W.

**BERLIN****CAMDEN CO**

(19N) 1 SW UTC-5(-4DT) N39°46.71' W74°56.87'

149 B S4 FUEL 100LL, JET A TPA-1149(1001) NOTAM FILE MIV

RWY 05-23: H3094X45 (ASPH) MRL 0.3% up SW

RWY 05: REIL. Thld dsplcd 740'. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239'. Tree.

AIRPORT REMARKS: Attended 1300Z-2200Z. Trees along northwest side of Rwy 05-23. REIL Rwy 23 OTS indef. ACTIVATE MRL Rwy 05-23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn-CTAF.

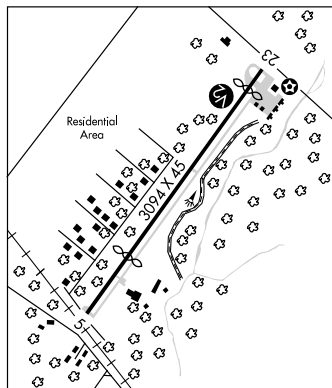
COMMUNICATIONS: CTAF/UNICOM 123.0

® McGuire APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74°58.03' 014° 14.5 NM to fld. 120/10W.

**WASHINGTON**

L-346, A

IAP

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 5

BERLIN / CAMDEN COUNTY (19N)

NA Inoperative table does not apply. DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; if not received use Philadelphia
Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to
2000 direct MUNGY and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at OOD VORTAC
on airway radials 057 CW 154.

1049
(IAF)
WOODSTOWN
OOD
2100
099°
(10.3)

(IF)
MOHEE

(FAF)
ACLIM

474
403
300
336
430
RW05
338
1049

2100
332°
(8.4)
(IAF)
CEDAR LAKE
VCN

MSA RW05 2.5 NM
2600

ELEV 150

MOHEE
2100
Procedure
Turn
NA
050°
ACLIM
1800
3.06°
TCH 30
RW05
2000 MUNGY

309° X 15
TDZE 150
050° to RW05
REIL Rwy 5 and 23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
LNNAV MDA	680-1	530 (600-1)	NA	NA
CIRCUING	860-1	710 (800-1)	NA	NA

APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150

RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

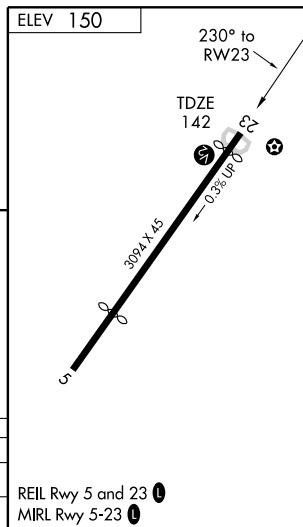
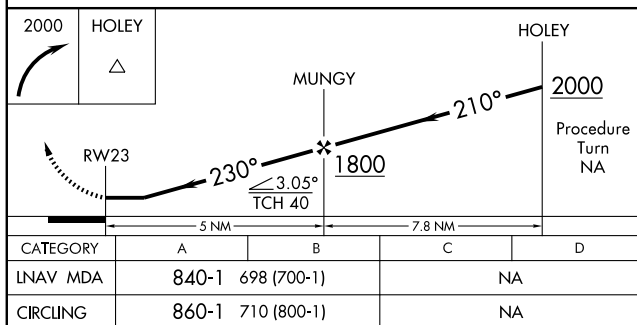
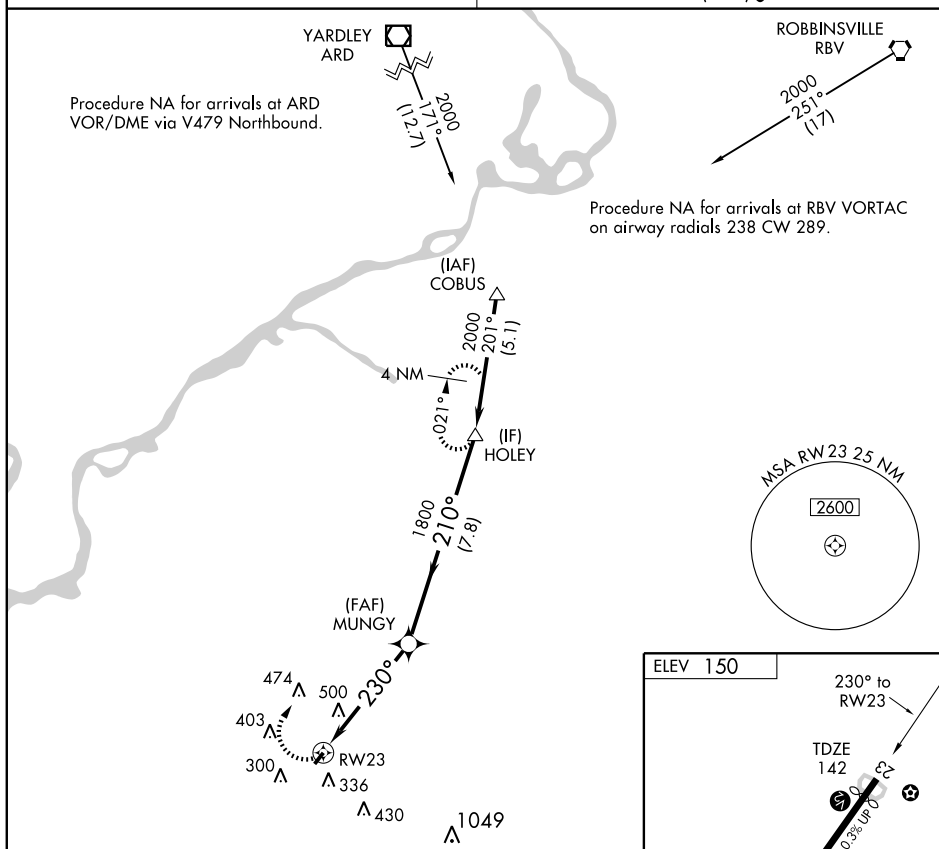
▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

▲ NA

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF)



VORTAC VCN 115.2 Chan 99	APP CRS 013°	Rwy Idg TDZE Apt Elev	N/A N/A 150
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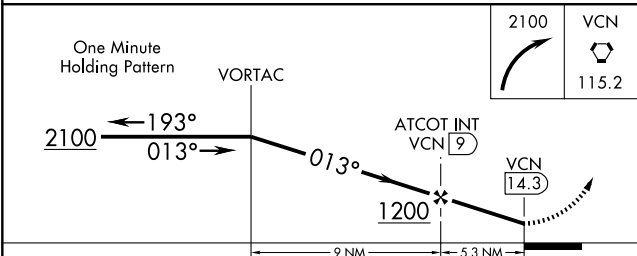
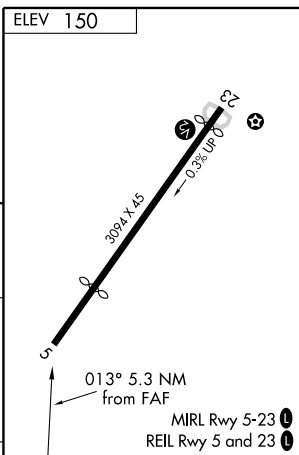
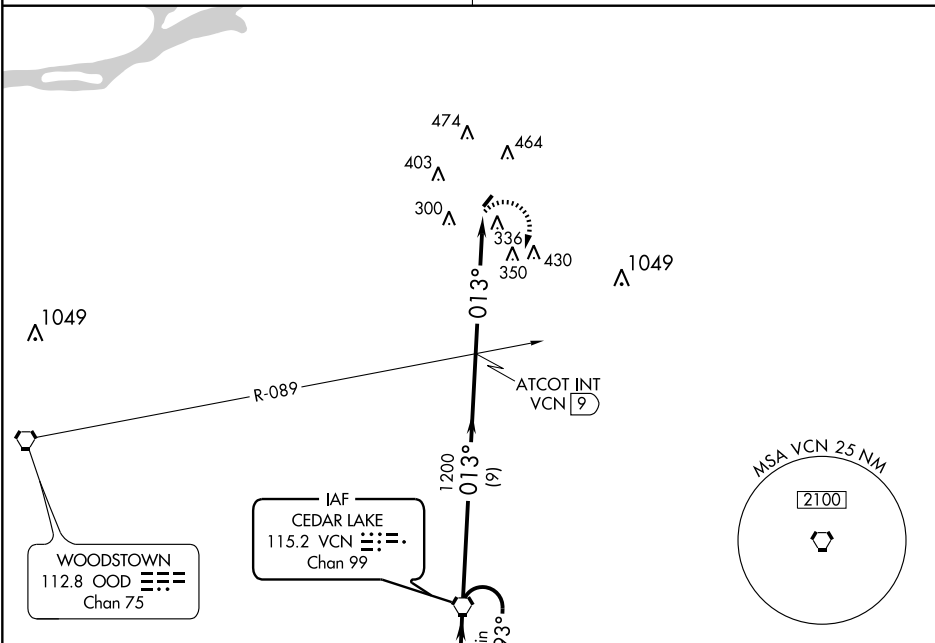
VOR-B

BERLIN / CAMDEN COUNTY (19N)



Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MCGUIRE APP CON
124.15 363.8UNICOM
123.0 (CTAF) 

CATEGORY	A	B	C	D
CIRCLING	720-1 570 (600-1)		NA	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

BLAIRSTOWN (1N7) 2 SW UTC-5(-4DT) N40°58.27' W74°59.85'

372 B S4 FUEL 100LL OX2 TPA-1402(1030) NOTAM FILE MIV

Rwy 07-25: H3100X70 (ASPH) MIRL

Rwy 07: Thld dsplcd 296'. Trees.

Rwy 25: Thld dsplcd 246'. Trees.

AIRPORT REMARKS: Attended 1200-2300Z±. 24 hr self svc fuel. Hill northeast of arpt may require pilots execute steep apch to Rwy 25. ACTIVATE MIRL Rwy 07-25-CTAF. Gliders opr from turf area just south of Rwy 07-25.

COMMUNICATIONS: CTAF/UNICOM 123.0

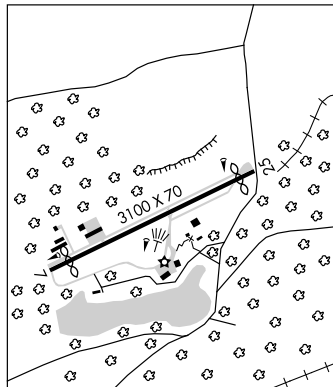
Ⓡ NEW YORK APP/DEP CON 127.6 (From East)

Ⓡ ALLENTOWN APP/DEP CON 119.65 (From West)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75'

W74°52.14' 267° 6.0 NM to fld. 920/11W.



NEW YORK

L-33A, 34H

IAP

BRIDGETON

BUCKS (ØØN) 3 NE UTC-5(-4DT) N39°28.38' W75°11.07'

108 TPA-1008(900) NOTAM FILE MIV

Rwy 18-36: 1900X150 (TURF) LIRL

Rwy 18: Tree.

Rwy 36: Tree.

AIRPORT REMARKS: Attended dawn-dusk. For LIRL Rwy 18-36 call 856-451-8666. Arpt CLOSED to all transient acft Jan 1 to Apr 1 because of soft rwy conditions, for PPR call 856-455-3990.

COMMUNICATIONS: CTAF 122.9

WASHINGTON

LI CALZI (N5Ø) 2 S UTC-5(-4DT) N39°24.51' W75°14.23'

42 TPA-800(758) NOTAM FILE MIV

Rwy 12-30: 2773X100 (TURF)

Rwy 12: Trees.

Rwy 30: Tree.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to all traffic until further notice. Rwy unusable. Turf sfc plowed and furrowed. Ldg fee.

COMMUNICATIONS: CTAF 122.9

WASHINGTON

BROADWAY N40°47.91' W74°49.31' NOTAM FILE MIV.

(L) VOR/DME 114.2 BWZ Chan 89 158°12.4 NM to Somerset. 1048/11W.

VOR portion unusable:

125°-240° below 3000';

125°-180° beyond 15 NM below 5000'

180°-210° beyond 15 NM

210°-235° beyond 15 NM below 5000'

RCO 122.35 (MILLVILLE RADIO)

NEW YORK

H-101, L-33A, 34H

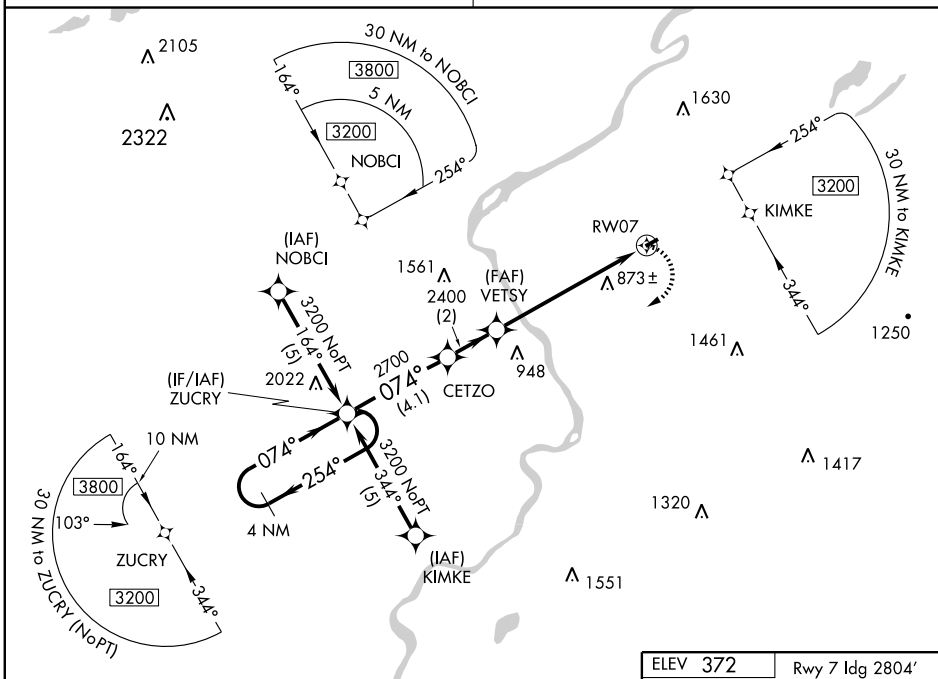
BUCKS (See BRIDGETON)

RNAV (GPS) RWY 7
BLAIRSTOWN (1N7)

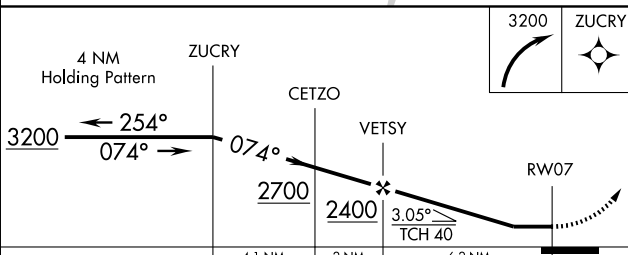
BLAIRSTOWN (1N7)

MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

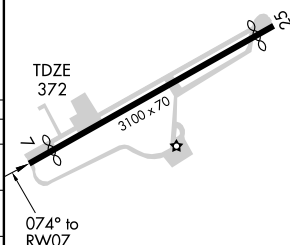
UNICOM
123.0 (CTAF) **L**



Rwy 7 Idg 2804'
Rwy 25 Idg 2854'



CATEGORY	A	B	C	D
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA	
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA	
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

MIRL Rwy 7-25 **L**

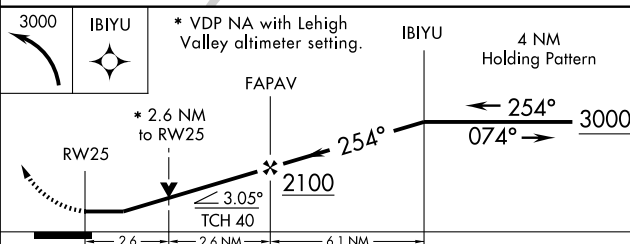
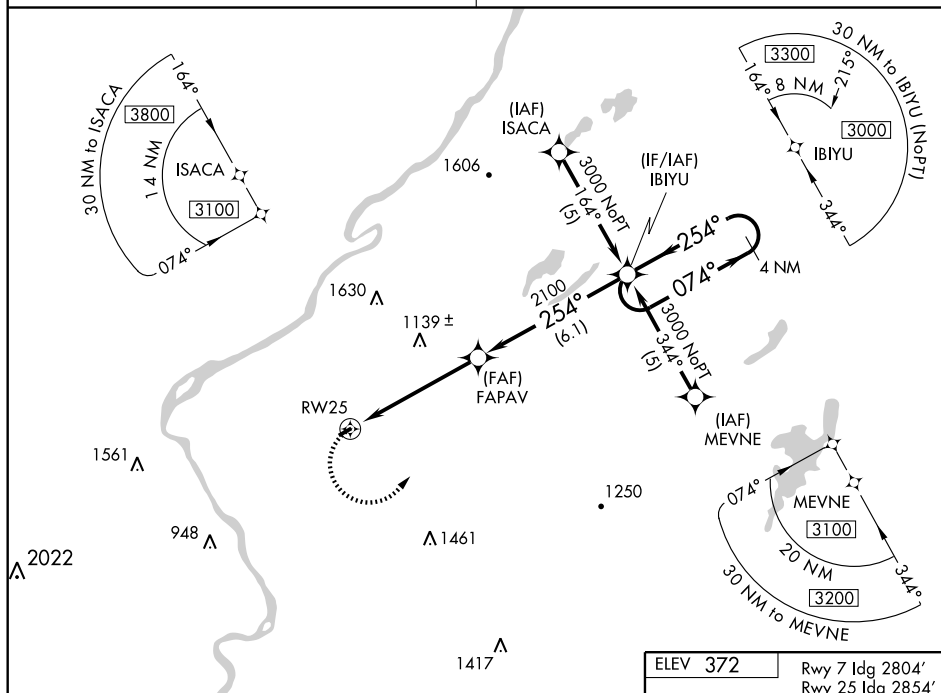
RNAV (GPS) RWY 25

BLAIRSTOWN (1N7)

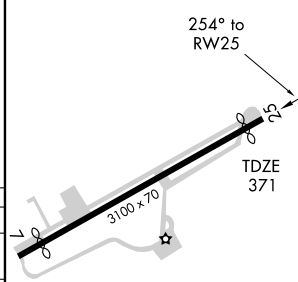
APP CRS
254°Rwy Idg
TDZE
Apt Elev**2854**
371
372

When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

NEW YORK APP CON
127.6 379.9UNICOM
123.0 (CTAF) 0

CATEGORY	A	B	C	D
LNAV MDA	1260-1 1/4	889 (900-1 1/4)		NA
CIRCLING	1260-1 1/4 888 (900-1 1/4)	1280-1 1/4 908 (1000-1 1/4)		NA
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1 1/4 1169 (1200-1 1/4)	1540-1 1/2 1169 (1200-1 1/2)		NA
CIRCLING	1540-1 1/4 1168 (1200-1 1/4)	1560-1 1/2 1188 (1200-1 1/2)		NA

ELEV 372 Rwy 7 Idg 2804'
Rwy 25 Idg 2854'

MIRL Rwy 7-25 0

VOR/DME STW 109.6 Chan 33	APP CRS 267°	Rwy Idg TDZE Apt Elev	2854 371 372
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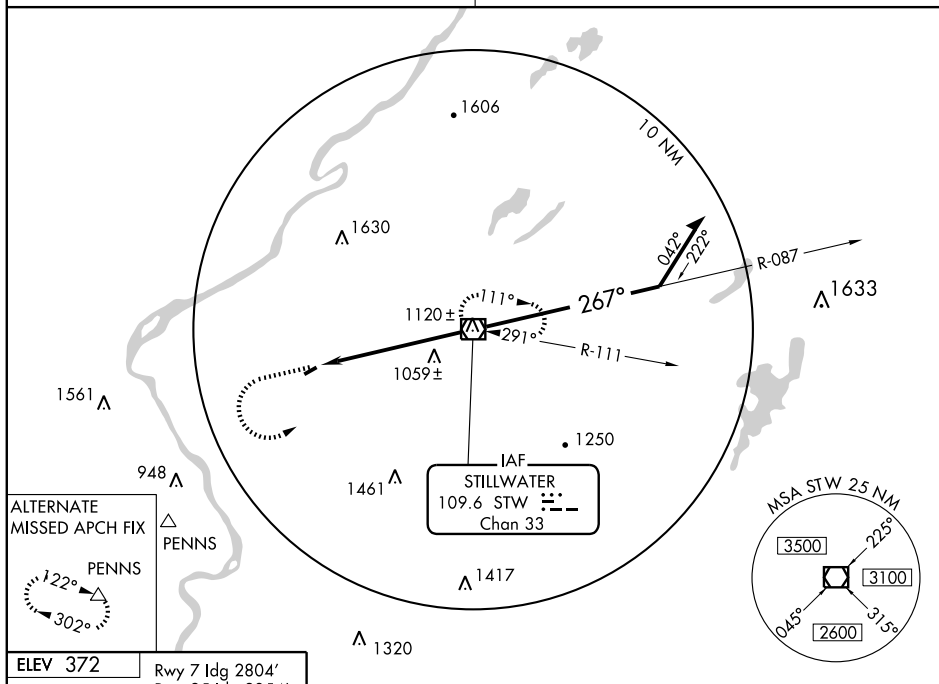
VOR RWY 25
BLAIRSTOWN (1N7)

▼ When local altimeter setting not received,
use Lehigh Valley altimeter setting.
▲ NA Circling to Rwy 7 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct
STW VOR/DME and hold.

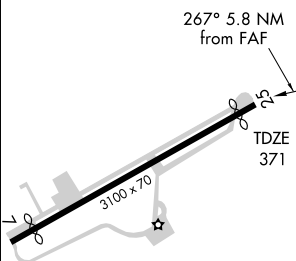
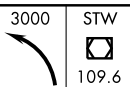
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) 0



ELEV **372**

Rwy 7 Idg 2804'
Rwy 25 Idg 2854'



MIRL Rwy 7-25 0

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-25	1320-1¼	949 (1000-1¼)	NA	
CIRCLING	1320-1¼	948 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)	NA	
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)	NA	

BLAIRSTOWN, NEW JERSEY

Amdt 2 08045

40°58'N - 75°00'W

BLAIRSTOWN (1N7)

VOR RWY 25

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

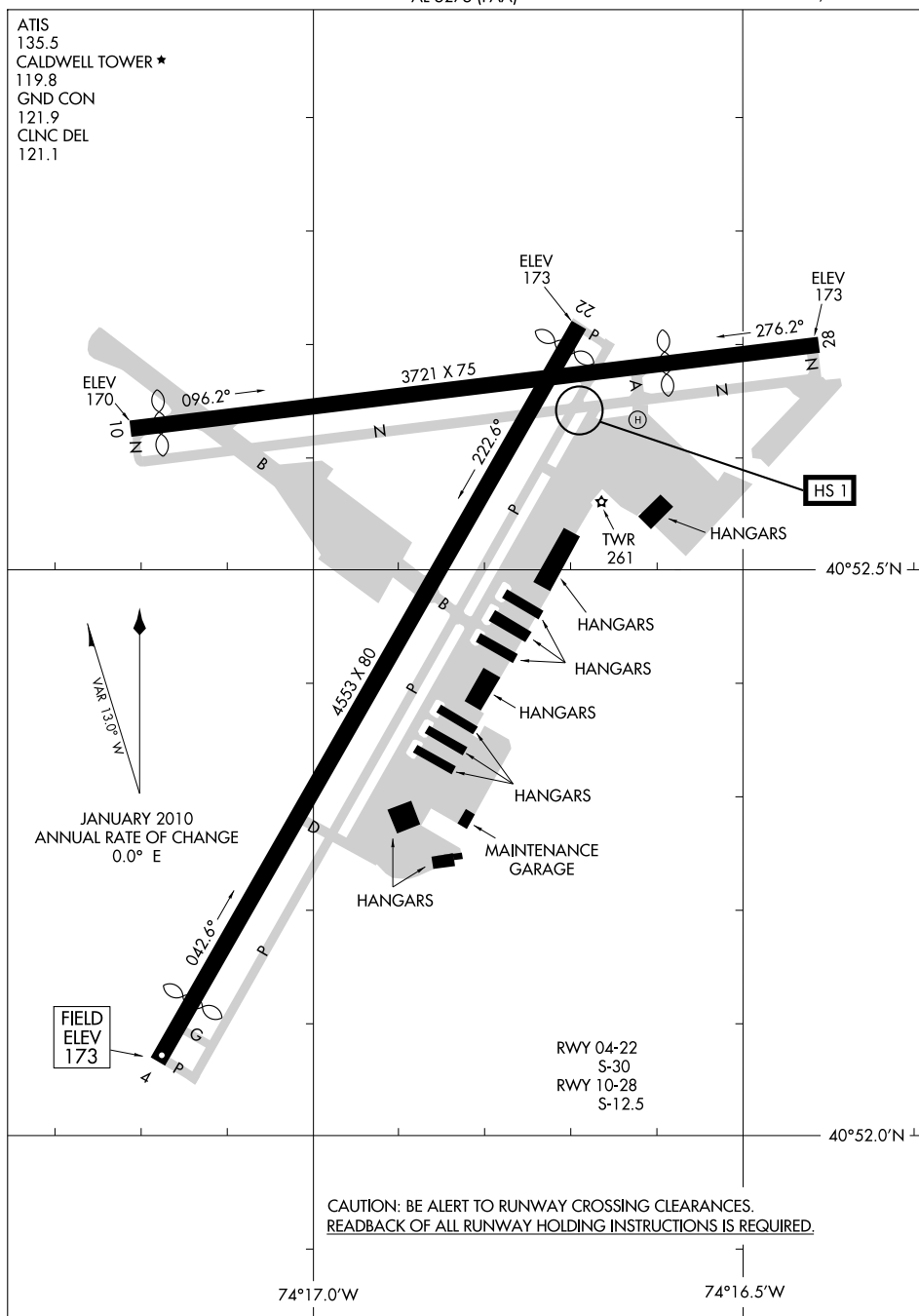
AL-5275 (FAA)

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY

ATIS
135.5
CALDWELL TOWER ★
119.8
GND CON
121.9
CLNC DEL
121.1

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

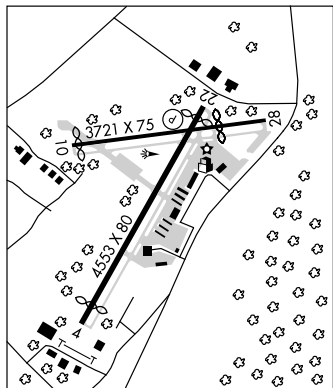


AIRPORT DIAGRAM

CALDWELL, NEW JERSEY
CALDWELL/ ESSEX COUNTY (CDW)

CALDWELL**ESSEX CO** (CDW) 2 N UTC-5(-4DT) N40°52.51' W74°16.88'**NEW YORK**173 B S4 **FUEL** 100LL, JET A OX 4 TPA—See remarks NOTAM FILE CDW**COPTER****RWY 04-22:** H4553X80 (ASPH) S-30 HIRL**L-33A, 34H****RWY 04:** Thld dspcd 371'. Tree.**IAP, AD****RWY 22:** REIL. PAPI(P4R)—GA 3.0° TCH 42'. Thld dspcd 135'.
Trees. Rgt tfc.**RWY 10-28:** H3721X75 (ASPH) S-12.5 MIRL**RWY 10:** Thld dspcd 166'. Trees.**RWY 28:** Thld dspcd 825'. Trees. Rgt tfc.

AIRPORT REMARKS Attended 1200-0400Z†. Turbo jet acft ldg and tkf restricted to Rwy 04-22, ldg Rwy 10-28 restricted to 12,500 pounds and below. Touch and go landings limited to based aircraft only. Deer and birds on and invof arpt. Local ops suspended Mon-Sat 0400-1200Z† and 0400Z† Sat-1500Z† Sun. TPA for large and turbojet acft 1700(1527); light acft 1200(1027). Fixed-wing VFR acft departure: Rwy 04—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed-wing VFR acft departure: Rwy 10—from departure end turn left heading 080° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed-wing VFR acft departure: Rwy 22—from departure end turn right heading 230° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Pilots be alert—the Teterboro VOR/DME or GPS-A; the Passaic River visual Rwy 06 and Cedar Grove visual Rwy 01 apchs transit Essex Co arpt CLASS D airspace. Traffic passes north of the arpt descending from 3000 ft MSL to 2000 ft MSL. Pilots be alert—the Morristown ILS and NDB or GPS Rwy 23 apchs transit Essex Co CLASS D airspace. Traffic passes two miles west of the arpt descending through 2000 ft MSL. Rwy 22 PAPI unusable byd 5° right of centerline due to obstruction. When twr clsd MIRL Rwy 10-28 and HIRL Rwy 04-22 preset med ints. REIL Rwy 22 avbl high ints only. ACTIVATE HIRL Rwy 04-22 and REIL Rwy 22—CTAF. Landing fee for all transient acft. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

**WEATHER DATA SOURCES:** ASOS (973) 575-4417.**COMMUNICATIONS:** CTAF 119.8 ATIS 135.5 UNICOM 122.95

Ⓡ NEW YORK APP CON 127.6 Ⓡ NEW YORK DEP CON 119.2

CALDWELL TOWER 119.8 (1200-0400Z†) **GND CON** 121.9 **CLNC DEL** 121.1**AIRSPACE:** CLASS D svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.**TETERBORO (T) VOR/DME** 108.4 TEB Chan 21 N40°50.93' W74°03.74' 289°10.1 NM to fld. 10/11W.**MOREE NDB (LOM)** 392 MM N40°52.79' W74°20.07' 108° 2.4 NM to fld.**PATERSON NDB (MHW)** 347 PNJ N40°56.79' W74°09.05' 249°7.1 NM to fld. NOTAM FILE MIV. Unusable
260°-040° beyond 15NM.**ILS** 109.35 I-CDW Rwy 22. LOC only.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at tower.**CAMDEN CO** (See BERLIN)**CAPE MAY CO** (See WILDWOOD)**CEDAR LAKE** N39°32.26' W74°58.03' NOTAM FILE MIV.**WASHINGTON**(L) **VORTAC** 115.2 VCN Chan 99 216° 11.3 NM to Millville Muni. 120/10W.**H-101, L-34G, A****RCO** 122.1R 115.2T (MILLVILLE RADIO)**CENTRAL JERSEY RGNL** (See MANVILLE)**CHATHAM** N40°44.46' W74°25.79' NOTAM FILE MIV.**NEW YORK****NDB (MHW)** 254 CAT 022°3.6 NM to Morristown Muni.**L-33A, 34H**

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

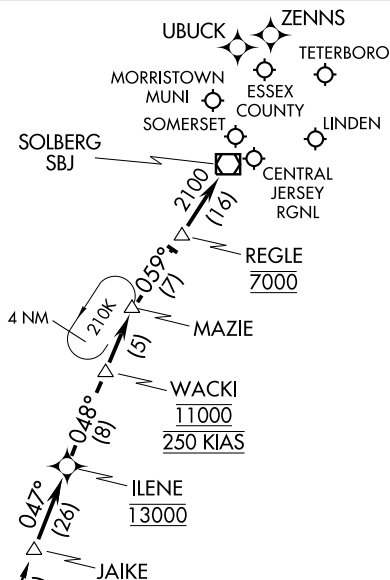
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rws and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER		
INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JAIKE TWO ARRIVAL (RNAV)

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

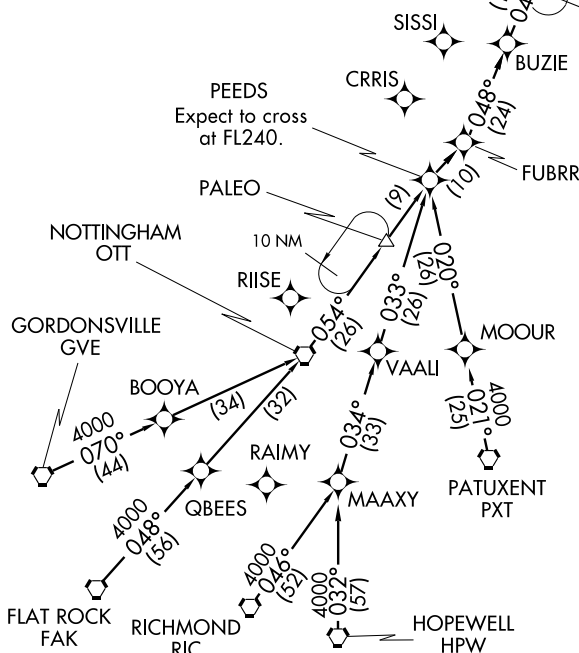
TETERBORO, NEW JERSEY



ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to
Turbojet Aircraft only.
NOTE: DME/DME/IRU
or GPS required.
NOTE: RIC/HPW/PXT Transitions
as assigned by ATC only.
NOTE: Advise ATC prior to speed
reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)

(JAIKE.JAIKE2) 10154

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

LOC I-CDW 109.35	APP CRS 223°	Rwy Idg TDZE Apt Elev	4418 173 173
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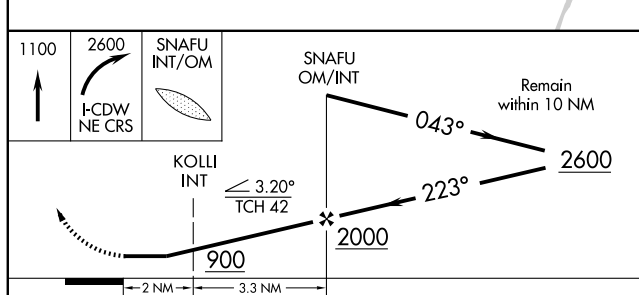
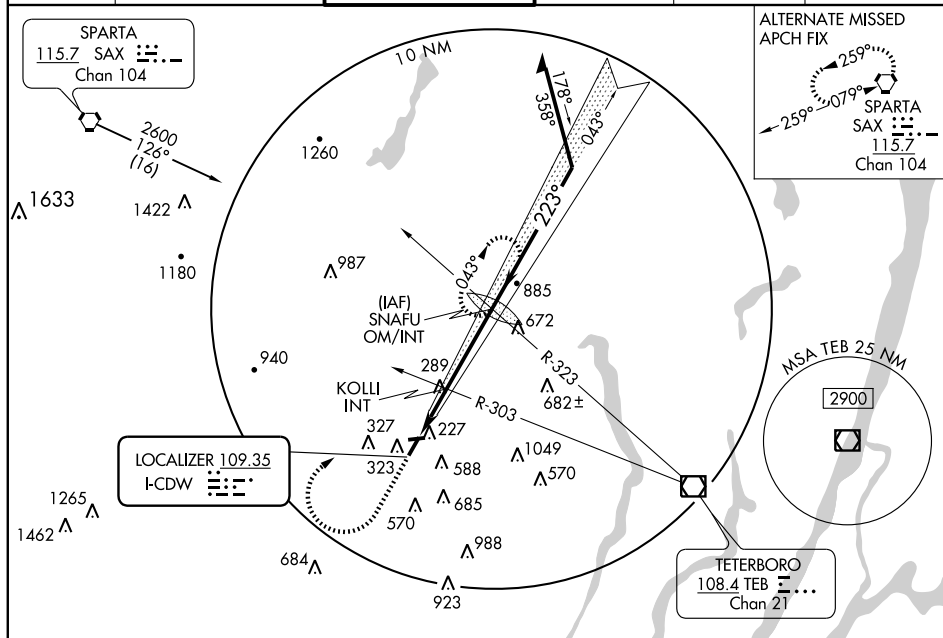
LOC RWY 22

CALDWELL / ESSEX COUNTY (CDW)

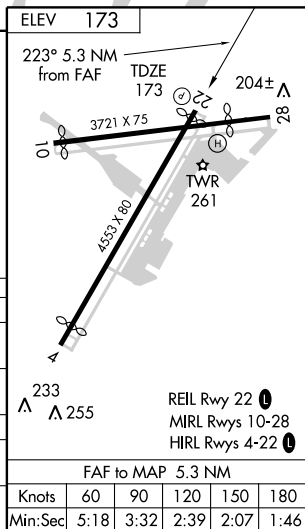
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ½ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

ATIS 135.5	NEW YORK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	900-1 727 (800-1)		900-2 727 (800-2)	900-2¼ 727 (800-2¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)
KOLLI INT MINIMUMS				
S-22	540-1 367 (400-1)		540-1¼ 367 (400-1¼)	
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)



LOM MM 392	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 173
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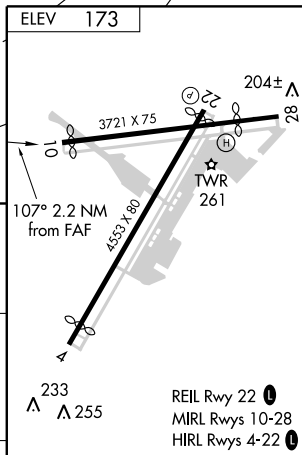
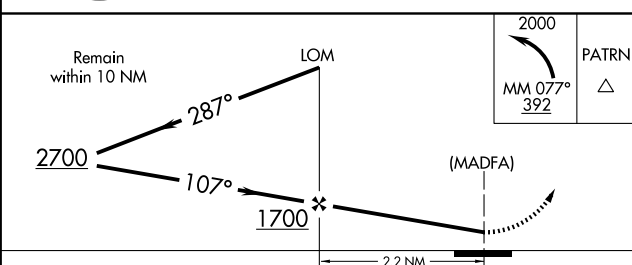
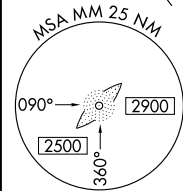
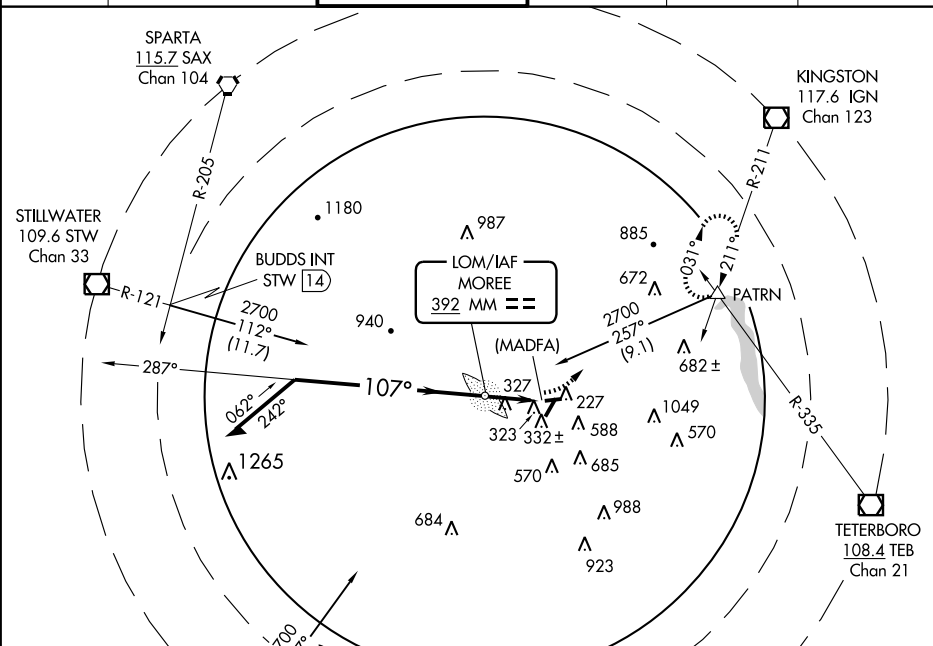
NDB or GPS-A

CALDWELL / ESSEX COUNTY (CDW)



MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

ATIS 135.5	NEW YORK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 2.2 NM					
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	1080-3 907 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	2:12	1:28	1:06	0:53	0:44

APP CRS	Rwy Idg	4418
223°	TDZE	173
	Apt Elev	173

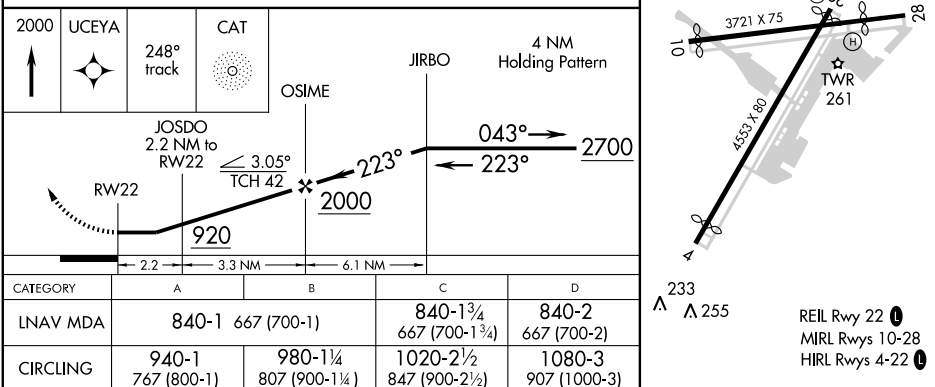
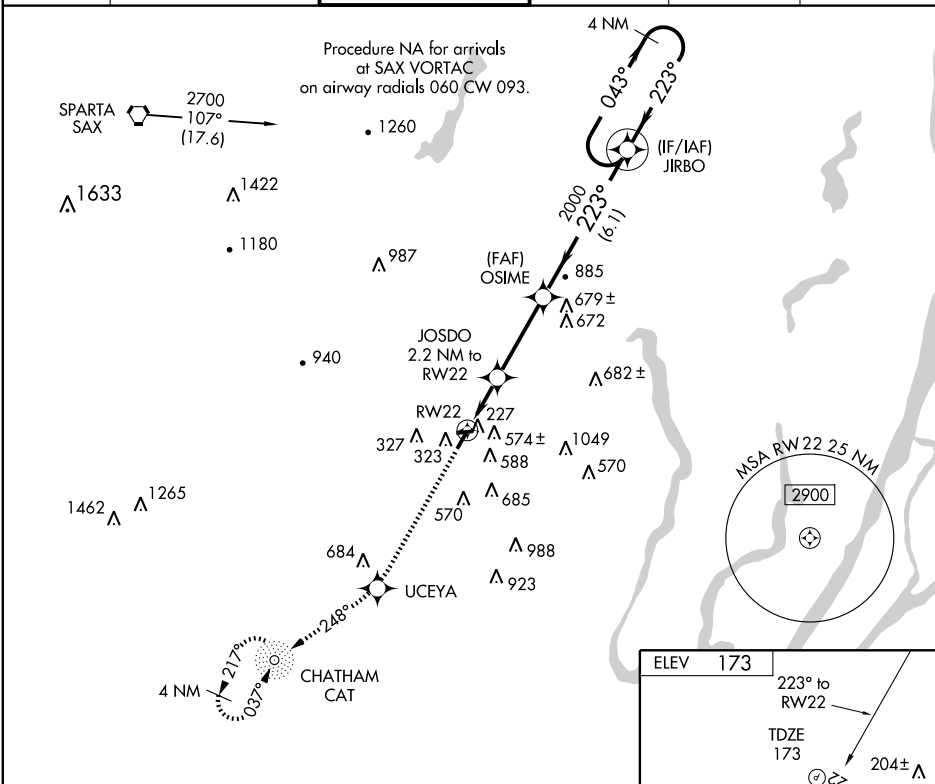
RNAV (GPS) RWY 22

CALDWELL / ESSEX COUNTY (CDW)

▼ When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) 0	121.9	121.1	122.95



WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

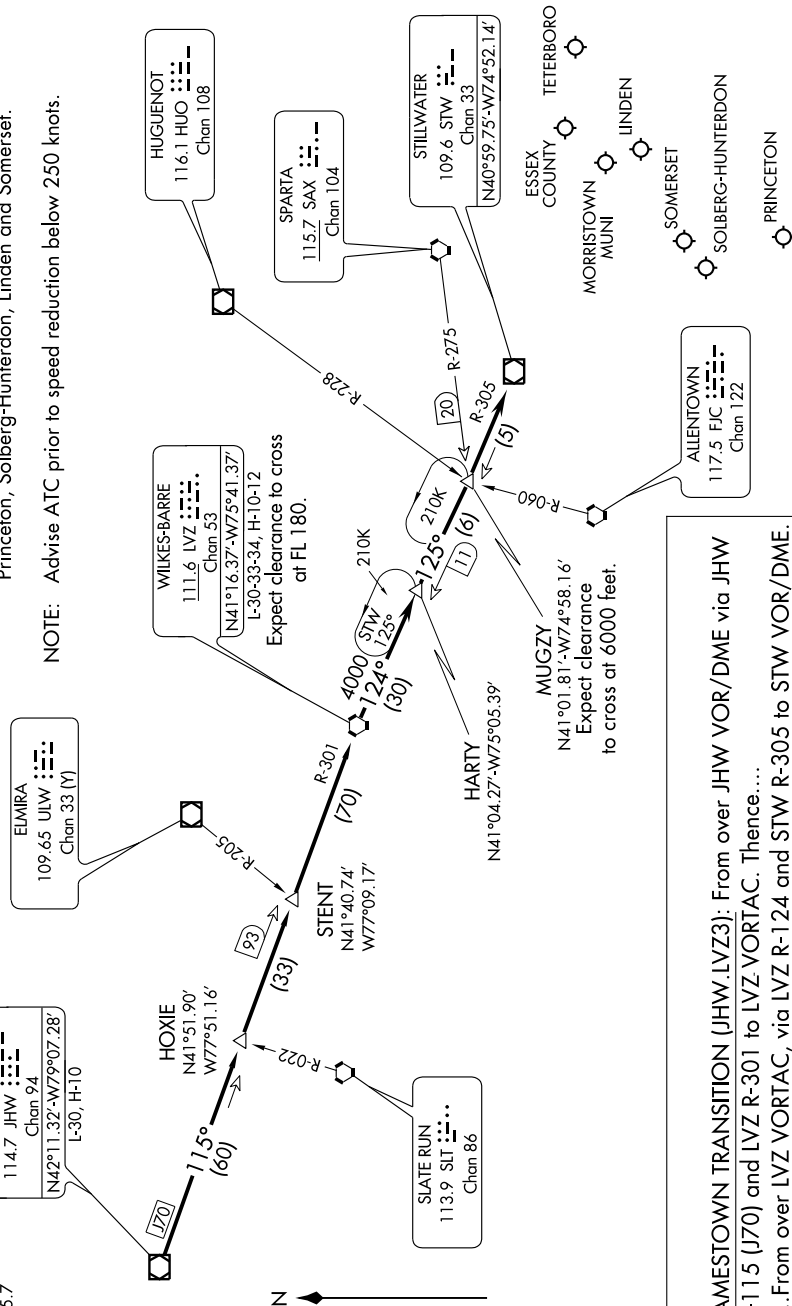
TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



NOTE: Chart not to scale.

JAMESTOWN TRANSITION (JHW LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
.....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME.
Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

COLTS NECK N40°18.70' W74°09.58' NOTAM FILE MIV.(L) **VORW/DME** 115.4 COL Chan 101 179° 7.7 NM to Monmouth Executive. 129/11W.

VOR portion unusable:

351°-030° byd 30 NM blo 3000'

031°-179° byd 15 NM blo 6000'

241°-329° byd 15 NM blo 3000' and byd 30 NM blo 6000'

RCO 122.3 (MILLVILLE RADIO)

NEW YORK

H-101, L-34H

COYLE N39°49.04' W74°25.90' NOTAM FILE MIV.(H) **VORTAC** 113.4 CYN Chan 81 054°9.2 NM to Robert J Miller. 210/10W.**RCO** 122.1R 113.4T (MILLVILLE RADIO)

WASHINGTON

H-101, L-34G

CROSS KEYS (17N) 1 S UTC-5(-4DT) N39°42.33' W75°01.98'162 S4 **FUEL** 100LL TPA-1000(838) NOTAM FILE MIV**RWY 09-27:** H3500X50 (ASPH) S-13 LIRL(NSTD) 0.7% up E**RWY 09:** Trees. Rgt tfc.**RWY 27:** Thld dsplcd 200'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z±. Parachute Jumping. Due to parachute drop zone on north side of arpt all tfc is to remain south of Rwy 09-27. Deer and birds on and invof arpt. Rwy 27 road, fence and trees near app end. Rwy 09-27 asphalt cracked/loose. Rwy 27 dsplcd thld marked with lgts. Rwy 09-27 NSTD LIRL. All lgt spacing NSTD. Rwy 09 no yellow caution zone lgts. Rwy hold markings less than std dsplcmnt from rwy. Arpt windsock located on hangar south of rwy. ACTIVATE LIRL Rwy 09-27-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 127.35 **CLNC DEL TF** 800-354-9884

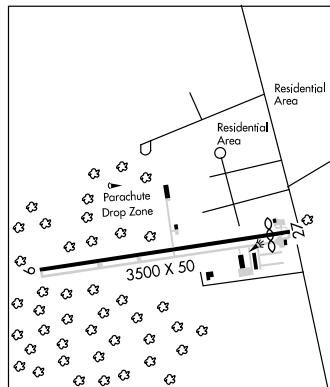
GCO 121.725 (NEW YORK FSS)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.**WOODSTOWN (L) VORTAC** 112.8 OOD Chan 75 N39°38.16'

W75°18.18' 082° 13.2 NM to fld. 140/10W.

WASHINGTON

L-34G, A

IAP

**EAGLES NEST** (See WEST CREEK)**ESSEX CO** (See CALDWELL)**FLYING W** (See LUMBERTON)**GREENWOOD LAKE** (See WEST MILFORD)**HACKETTSTOWN** (N05) 3 SW UTC-5(-4DT) N40°49.21' W74°51.31'670 S2 **FUEL** 80, 100LL NOTAM FILE MIV**RWY 05-23:** H2200X50 (ASPH) S-5**RWY 05:** House.**RWY 23:** Tree.**AIRPORT REMARKS:** Attended dawn-dusk.**COMMUNICATIONS:** CTAF 122.9

NEW YORK

VORTAC OOD 112.8 Chan 75	APP CRS 081°	Rwy Idg TDZE Apt Elev 162
--	------------------------	--

VOR or GPS RWY 9

CROSS KEYS (17N)

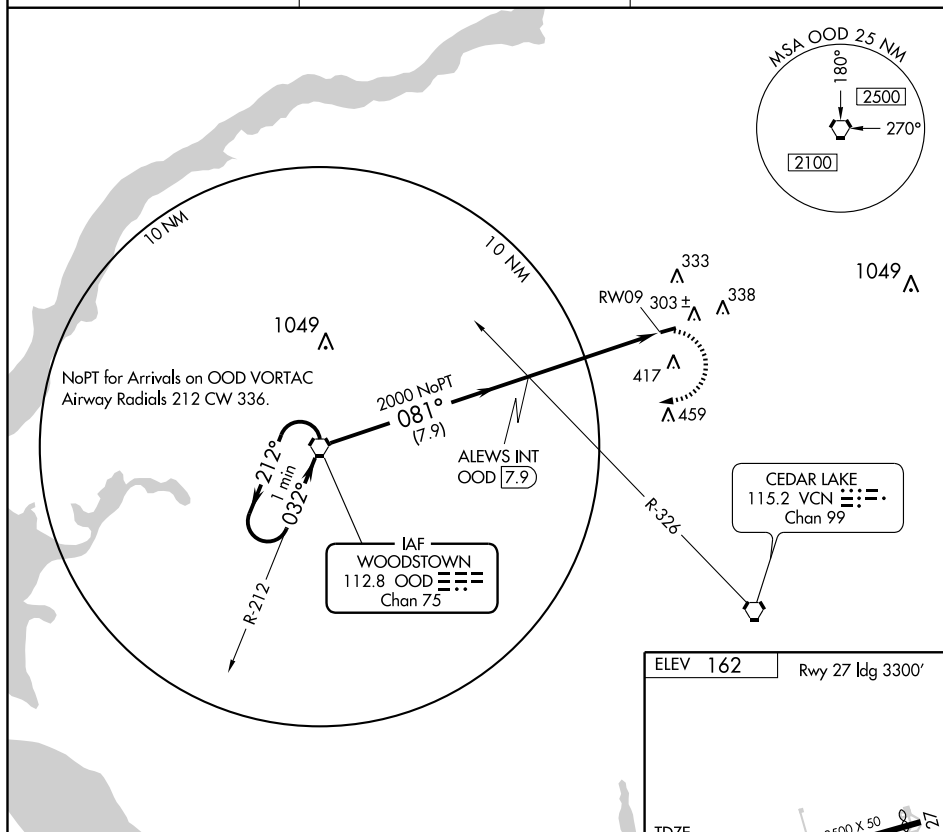
▼
▲ NA Use Philadelphia Intl Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct
OOD VORTAC and hold.

PHILADELPHIA APP CON
127.35 317.55

GCO
121.725

UNICOM
122.8 (CTAF) 0



One Minute
Holding Pattern

VORTAC

ALEWS INT
OOD **7.9**

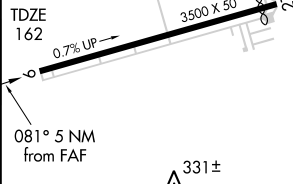
2000

OOD
112.8

2000 ← 212°
032° → 081°

2000

RW09
OOD **12.9**



URL Rwy 9-27 **0**

CATEGORY	A	B	C	D
S-9	760-1	598 (600-1)	NA	NA
CIRCLING	760-1 598 (600-1)	820-1 658 (700-1)	NA	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

HAMMONTON MUNI (N81) 3 NE UTC-5(-4DT) N39°40.05' W74°45.46'

65 B S4 FUEL 100LL, JET A NOTAM FILE MIV

RWY 03-21: H3601X75 (ASPH) S-12 MIRL

RWY 03: PAPI(P2L)—GA 3.5° TCH 25'. Trees.

RWY 21: PAPI(P2L)—GA 3.25° TCH 20'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. On-arpt ctc:

609-704-1119. Rwy 03 deep ditch parallel to first 500' of rwy on right side within 100' of centerline. Be alert. Deer in vicinity of airport. Arpt has glider operations. Rwy 03 tall trees on approach. Automated unicom ACTIVATE—CTAF. ACTIVATE MIRL Rwy 03-21—123.5. PAPI Rwy 03 and Rwy 21 opr continuous.

COMMUNICATIONS: CTAF/AUNICOM 122.7

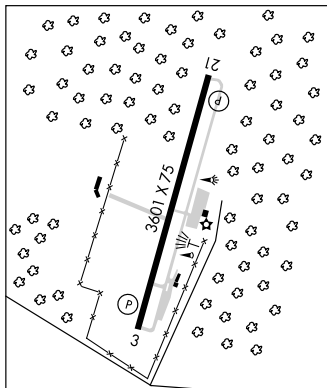
Ⓡ ATLANTIC CITY APP/DEP CON 134.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74°58.03' 061° 12.4 NM to fld. 120/10W.

WASHINGTON
L-346, A
IAP



JOBSTOWN

REDWING (2N6) 1 S UTC-5(-4DT) N40°01.59' W74°41.56'

75 S2 TPA-800(725) NOTAM FILE MIV

RWY 06-24: 1830X50 (TURF)

RWY 06: Tree. RWY 24: Road.

RWY 11-29: 1590X70 (TURF) RWY LGTS (NSTD)

RWY 11: Trees. Rgt tfc. RWY 29: Tree.

AIRPORT REMARKS: Attended irregularly. Night landings prohibited due to permanent reduction in length of Rwy 11-29.

NSTD lighting Rwy 11-29 OTS indef. Rwy 11-29 NSTD edge lgts, brightness adjustable low-high.

COMMUNICATIONS: CTAF 122.9

NEW YORK

KROELINGER (See VINELAND)

RNAV (GPS) RWY 3

HAMMONTON MUNI (N81)

MISSED APPROACH: Climbing left turn to 1900 direct MASEE and hold.

123.5 L

MSA RW05 23 NM

ELEV 65

MASEE

RW03

740

TDZE
65

029° to
DVA/02

MIRL Rwy 3-21 L

HAMMONTON MUNI (N81)
RNAV (GPS) RWY 3

VORTAC VCN 115.2 Chan 99	APP CRS 061°	Rwy Idg TDZE Apt Elev N/A N/A 65
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VOR-A

HAMMONTON MUNI (N81)

▼ Use Atlantic City altimeter setting;
▲ NA when not received use Mount Holly altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY ASOS
108.6 316.15

ATLANTIC CITY APP CON
134.25 385.5

UNICOM
122.7 (CTAF)

123.5 0

Procedure NA for arrivals on VCN VORTAC
airway radials 066 CW 160.

▲ 1049

IKEXY
VCN
10.3

JOBMI
VCN
12.2

LOSO M INT
VCN **6.6**

IF/IAF
CEDAR LAKE
115.2 VCN
Chan 99

1700 NoPT
061°
(6.6)

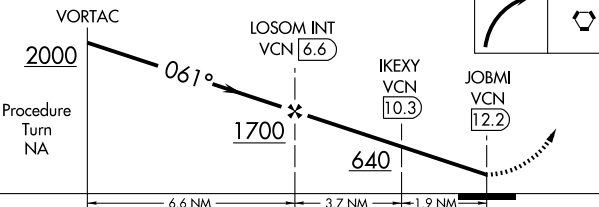
R-241

R-315

ATLANTIC CITY
108.6 ACY
Chan 23

MSA VCN 25 NM

090° → 270°
2100
1700



CATEGORY	A	B	C	D
CIRCLING	640-1	575 (600-1)	640-1½ 575 (600-1½)	NA
IKEXY FIX MINIMUMS				
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	NA

ELEV 65

061° 5.6 NM
from FAF

360° X 75

MIRL Rwy 3-21 0

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR-A

AIRPORT DIAGRAM

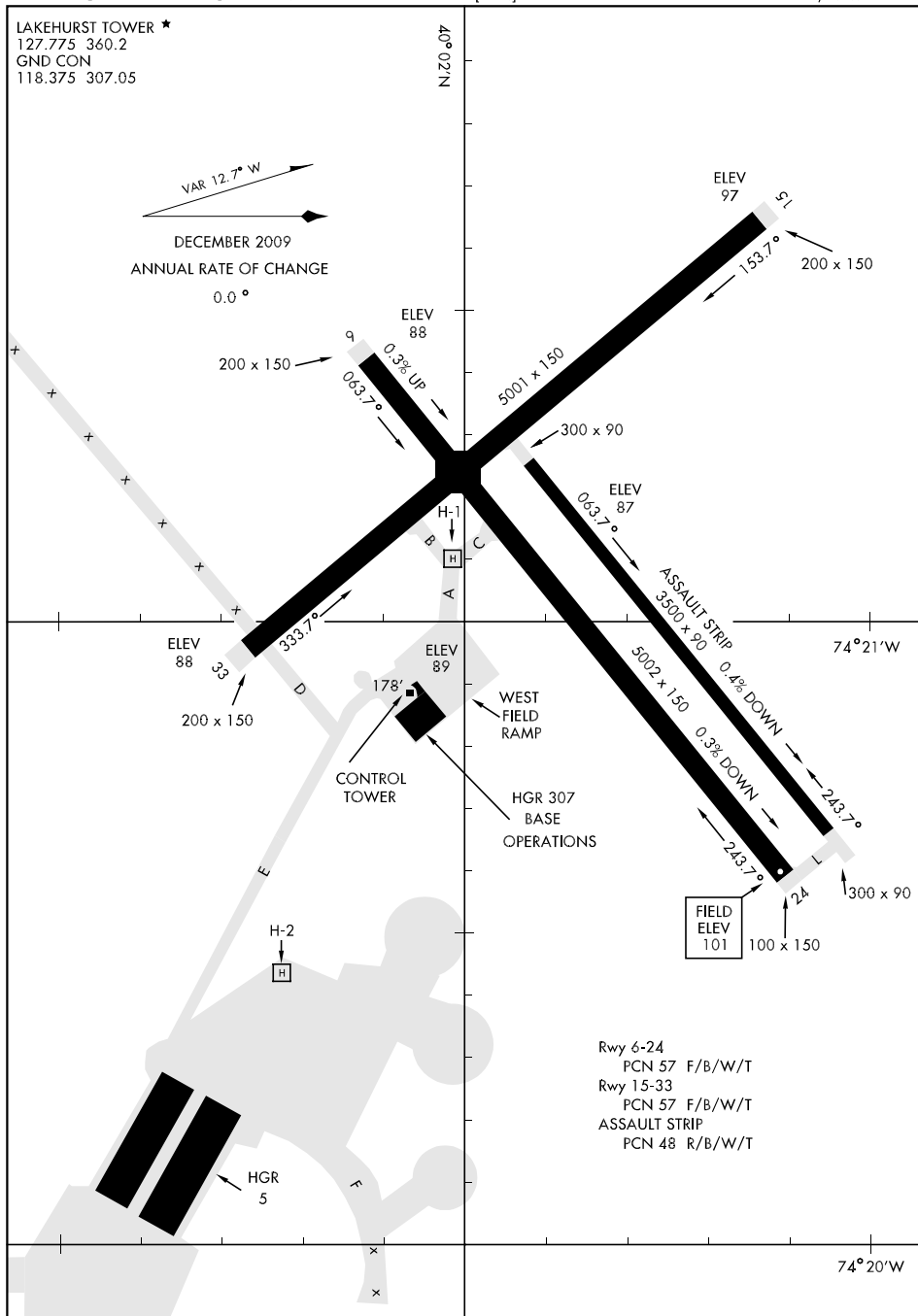
AFD-223 [USN]

LAKEHURST, NEW JERSEY

LAKEHURST TOWER ★
127.775 360.2
GND CON
118.375 307.05

VAR 12.7° W
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.0°

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

LAKEHURST, NEW JERSEY
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC-5(-4DT)

NEW YORK

H-101, 12J, L-34G

DIAP, AD

N40°02.11' W74°21.13'

101 B NOTAM FILE MIV Not insp.

RWY 06-24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE

RWY 24: MALS. PAPI(P4L). Rgt tfc.

RWY 15-33: H5001X150 (ASPH) S-105, D-137, 2D-205 PCN 57 F/B/W/T HIRL

RWY 15: Rgt tfc. RWY 33: PAPI(P4L).

MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. JASU 2(GTC-85) 1(NCPP-105) 1(NC-8)

FUEL J8. Avbl 1100-2300Z†. Hot pit PPR DSN 624-2438/4995, C732-323-2438/4995. FLUID SP LOX 12 hr

prior notice rqr. OIL O-156 TRAN ALERT Svc avbl Mon-Fri 1100-2300Z†. Advise parking Navy or Army line.

MILITARY REMARKS: Opr Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000Z†, first Sat each month 1200-0000Z†, clsd Sat except first Sat each month, Sun, and federal hol. Mon-Wed 0000-0400Z† rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200-2000Z† (no forecast avbl). RSTD PPR for all tran acft DSN 624-2438/4995, C732-323-2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400' and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**-Rgt tfc Rwy 15 and Rwy 24. **MISC**-Class D airspace eff Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000Z†, first Sat each month 1200-0000Z†. OT Class E. A Opr 1230-2100Z†. Helicopter ldg Ft. Monmouth, PPR DSN 624-2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992-1444.

COMMUNICATIONS: SFA

ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

⑧ MC GUIRE APP/DEP CON 124.15 363.8

TOWER 127.775 360.2 340.2 (Mon-Fri 1200-0000Z†, exc alternate Fri, every Sat, Sun and holidays.)

GNC CON 118.375 307.05

AIRSPACE: CLASS D svc Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000, first Sat each month 1200-0000Z†.

OT Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 157° 12.0 NM to fld. 248/10W.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70' W74°09.58' 219° 18.8 NM to fld.

129/11W.

(T) TACAN Chan 55 NEL (111.8) N40°02.22' W74°21.19' at fld. 137/11W. NOTAM FILE NEL.

Unmonitored Mon-Fri 2400-1200Z†, Sat, Sun and Federal holidays 24 hours.

NDB (MHW) 396 NEL N40°02.69' W74°20.13' 13' at fld. NOTAM FILE NEL. Mon-Fri 1200-0000Z† exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC-5(-4DT) N40°04.01' W74°10.66'

NEW YORK

L-34H

IAP

43 B S4 FUEL 100LL TPA-843(800) NOTAM FILE MIV

RWY 06-24: H2912X60 (ASPH) S-25 MIRL 0.3% up SW

RWY 06: PAPI(P2R)-GA 3.5° TCH 20. Thld dsplcd 264'. Fence.

RWY 24: PAPI(P2L)-GA 3.25° TCH 22. Thld dsplcd 247'. Road. Rgt tfc.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z†. Nov-Apr 1300-2300Z†. Svcs avbl after hrs call 908-433-9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06-24. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

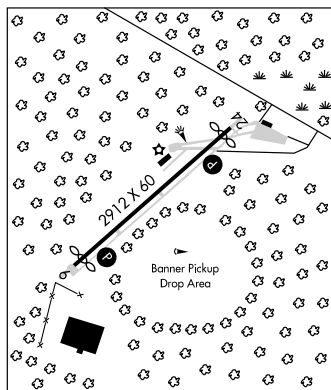
⑧ MCGUIRE APP/DEP CON 124.15

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04'

W74°25.90' 048°19.0 NM to fld. 210/10W.



NDB NEL 396	APCH CRS 244°	Rwy Idg 5002 TDZE 101 Arpt Elev 101
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AL-223 [USN]

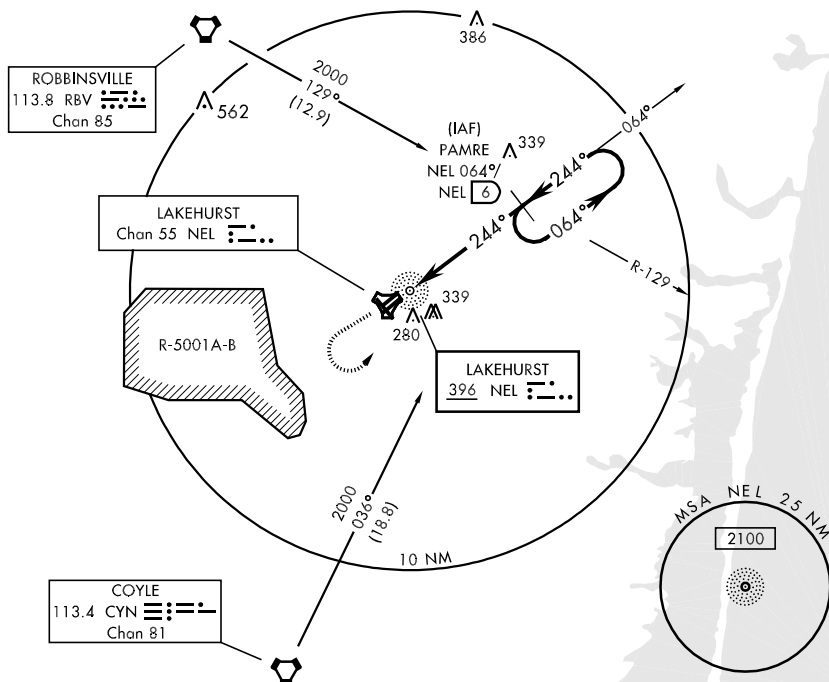
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT AB to 1 mile,
CAT CD to 1 1/4 miles.
DME source NEL TACAN Chan 55.

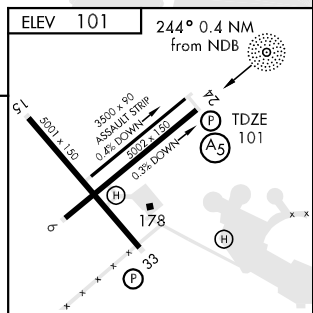
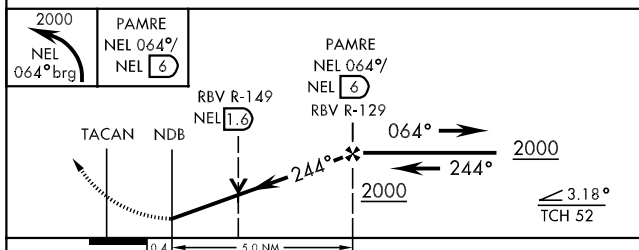


MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

MC GUIRE APP CON 120.25 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05
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EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D
S-24 *	520- $\frac{1}{2}$ 419	(500- $\frac{1}{2}$)	520- $\frac{3}{4}$ 419	(500- $\frac{3}{4}$)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1 $\frac{1}{2}$ 539 (600-1 $\frac{1}{2}$)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LAKEHURST, NEW JERSEY

40°02'N-74°21'W

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

10098

NDB RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

APCH CRS **242°**
 Rwy ldg **5002**
 TDZE **101**
 Arpt Elev **101**

AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile,
 CAT D to 1 1/4 miles.
 DME/DME RNP-0.3 NA.

MALSR

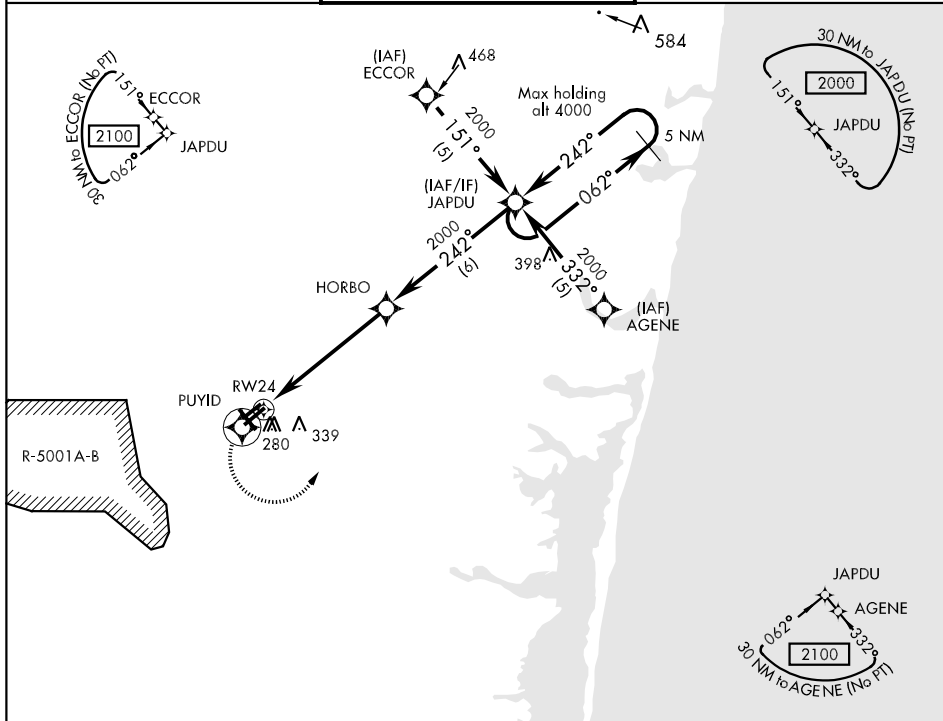


MISSED APPROACH: Climb to 2000 direct
 PUYID, then turn left direct JAPDU and hold.

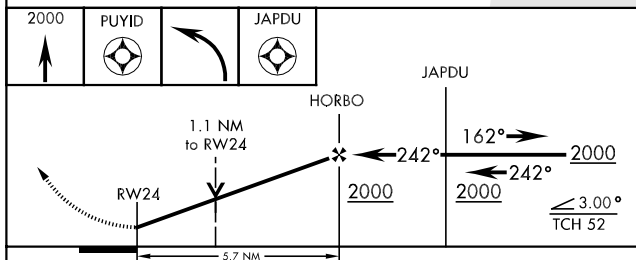
MC GUIRE APP CON
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

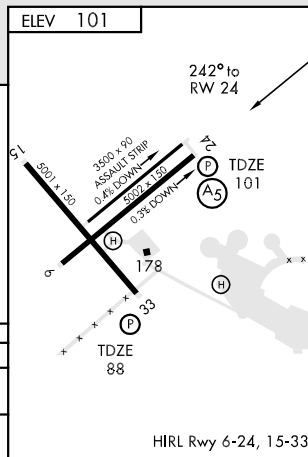
GND CON
118.375 307.05



EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D
LNNAV MDA*	500-1/2 399 (400-1/2)	500-3/4 399 (400-3/4)		
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1 1/2 539 (600-1 1/2)	660-2 559 (600-2)



APCH CRS
332°

Rwy Idg	5001
TDZE	88
Arpt Elev	101

AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD)

(KNEEL)

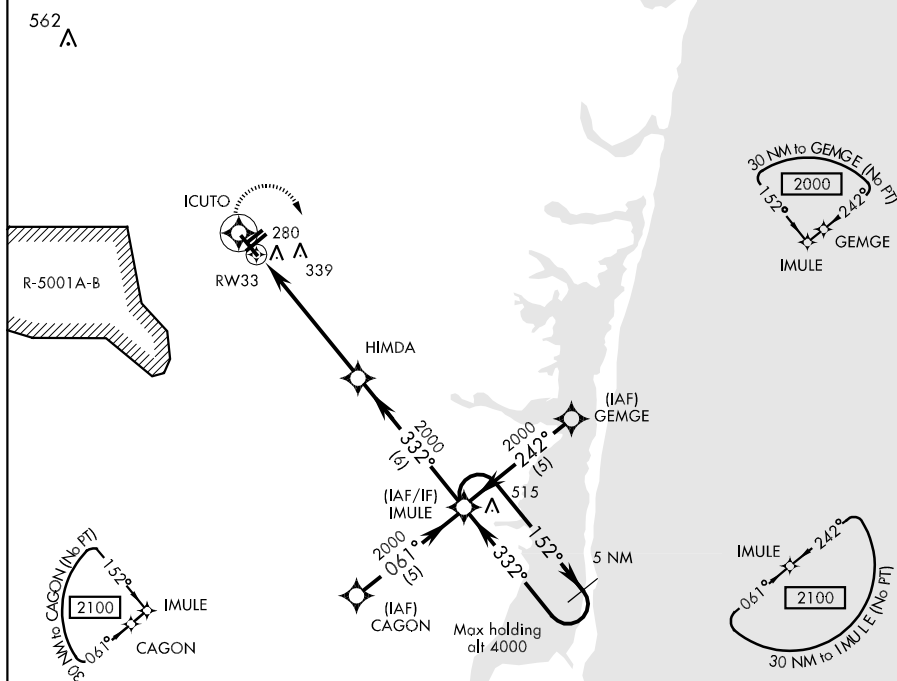
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

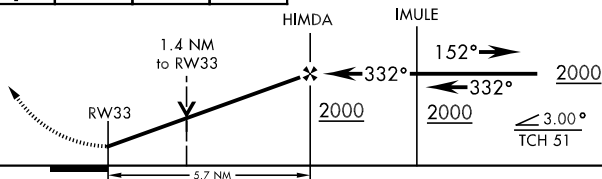
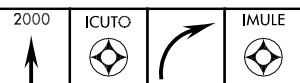
MC GUIRE APP CON
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

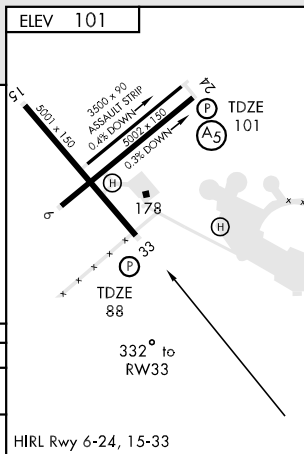
GND CON
118.375 307.05



EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D
LNAV MDA	540-1 452	(500-1)	540-1½ 452 (500-1½)	540-1½ 452 (500-1½)
CIRCLING	600-1 497 (500-1)	640-1 537 (600-1)	640-1½ 537 (600-1½)	660-2 557 (600-2)



LAKEHURST, NEW JERSEY

40°02'N-74°21'W

LAKEHURST NAES (MAXFIELD FLD)

(KNEEL)

10098

RNAV (GPS) RWY 33

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

TACAN NEL	APCH CRS	Rwy Idg	5002
Chan 55	248°	TDZE	101
		Arpt Elev	101

AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

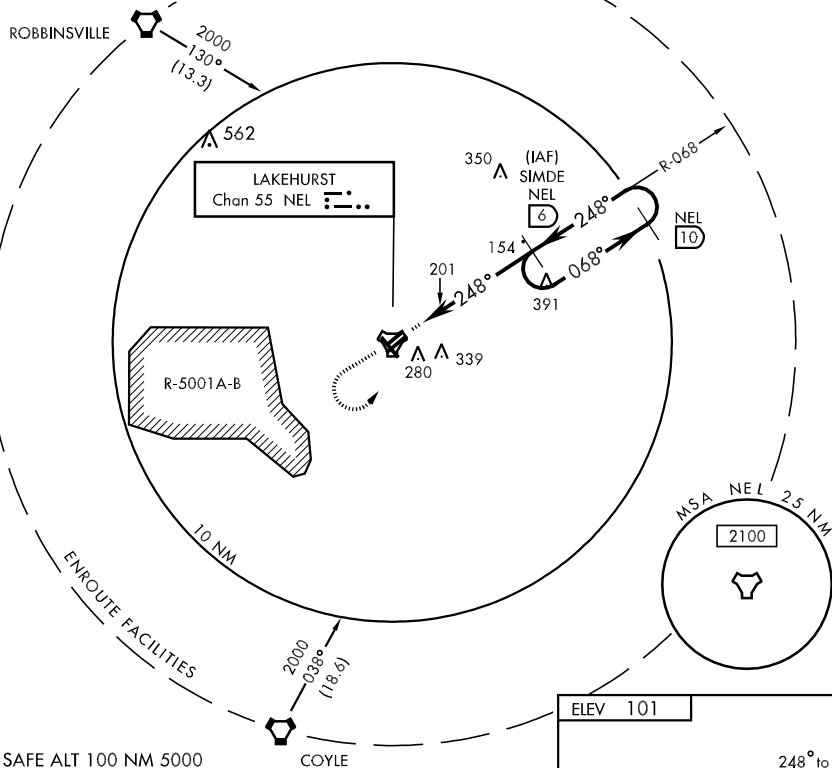


MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

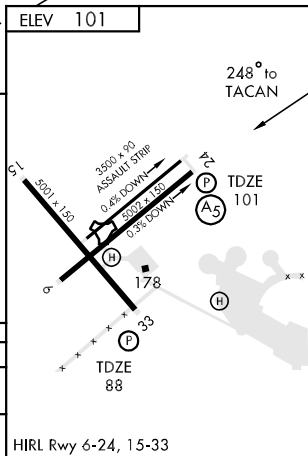
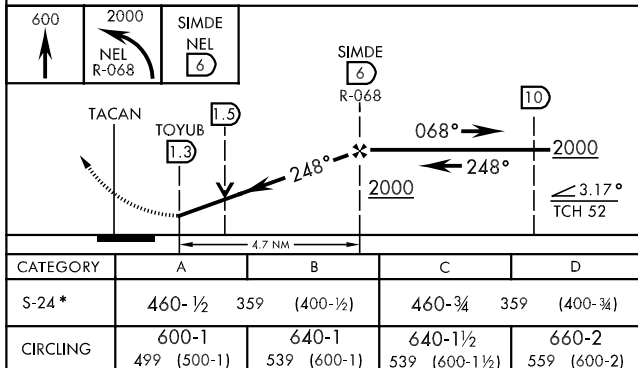
MC GUIRE APP CON
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

GND CON
118.375 307.05



EMERG SAFE ALT 100 NM 5000



LAKEHURST, NEW JERSEY

40°02'N-74°21'W

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

10098

TACAN RWY 24

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

TACAN NEL Chan 55	APCH CRS 338°	Rwy Idg TDZE 88 Arpt Elev 101
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AL-223 [USN]

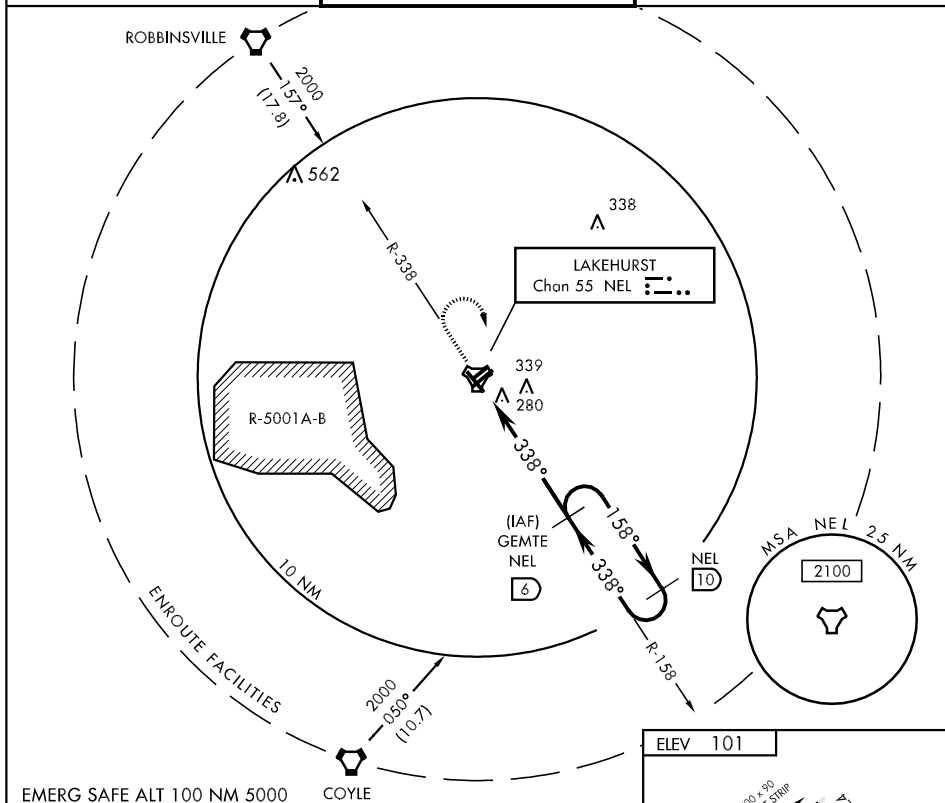
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

MC GUIRE APP CON
120.25 363.8

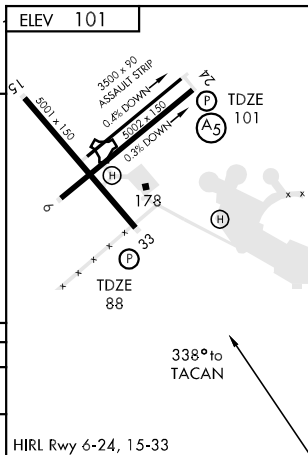
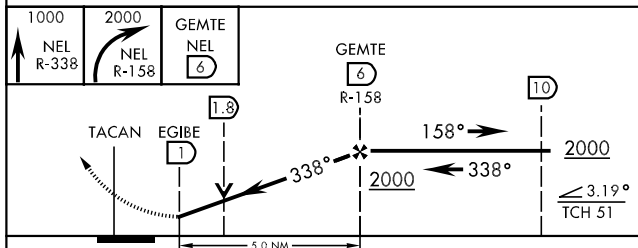
LAKEHURST TOWER ★
127.775 360.2

GND CON
118.375 307.05



EMERG SAFE ALT 100 NM 5000

COYLE



CATEGORY	A		B	C	D
S-33	540-1	452 (500-1)	540-1½ 452 (500-1½)	540-1½ 452 (500-1½)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)	

HIRL Rwy 6-24, 15-33

VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy Idg TDZE Arpt Elev	5001 88 101
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AL-223 [USN]

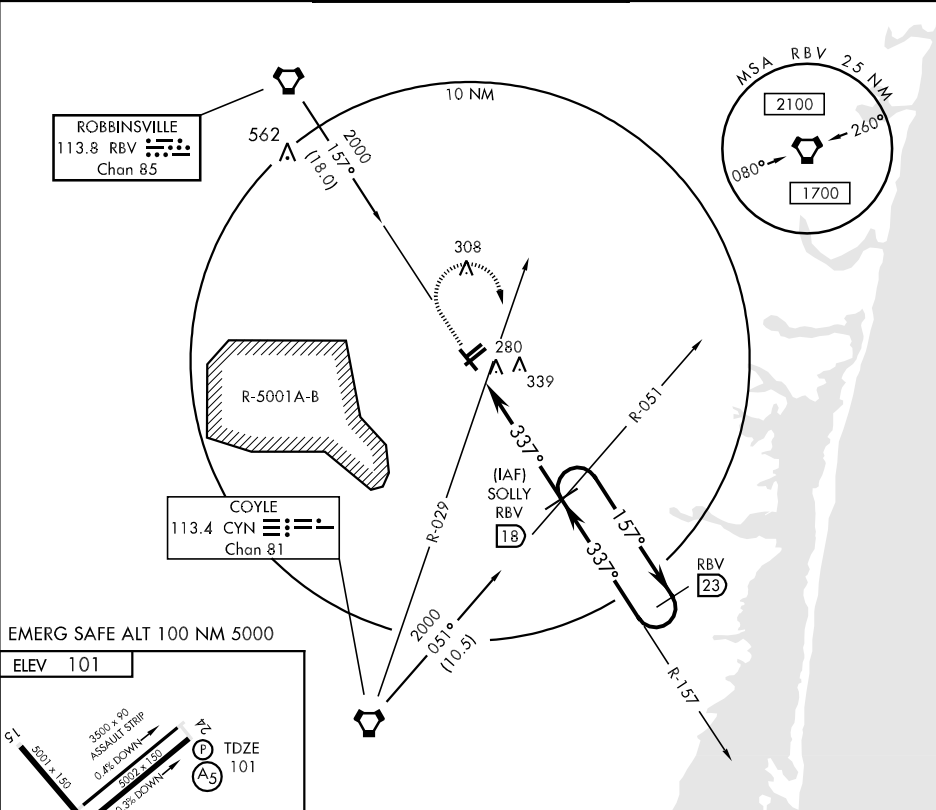
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLTY and hold.

MC GUIRE APP CON
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

GND CON
118.375 307.05



1000 RBV R-157	2000 RBV R-157	SOLLY RBV 18	SOLLY RBV R-157 18 / CYN R-051	RBV R-157 23
VORTAC	TOBME RBV 13 / CYN R-029	RBV 13.8 / CYN R-032	157° → ← 337° 2000	2000
	≤ 3.12° TCH 51			
	5.0 NM			
CATEGORY	A	B	C	D
S-33	600-1 512 (500-1)		600-1½ 512 (500-1½)	600-1¾ 512 (500-1¾)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

VOR/DME COL 115.4 Chan 101	APCH CRS 218°	Rwy Idg 5002 TDZE 101 Arpt Elev 101
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AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MALSR

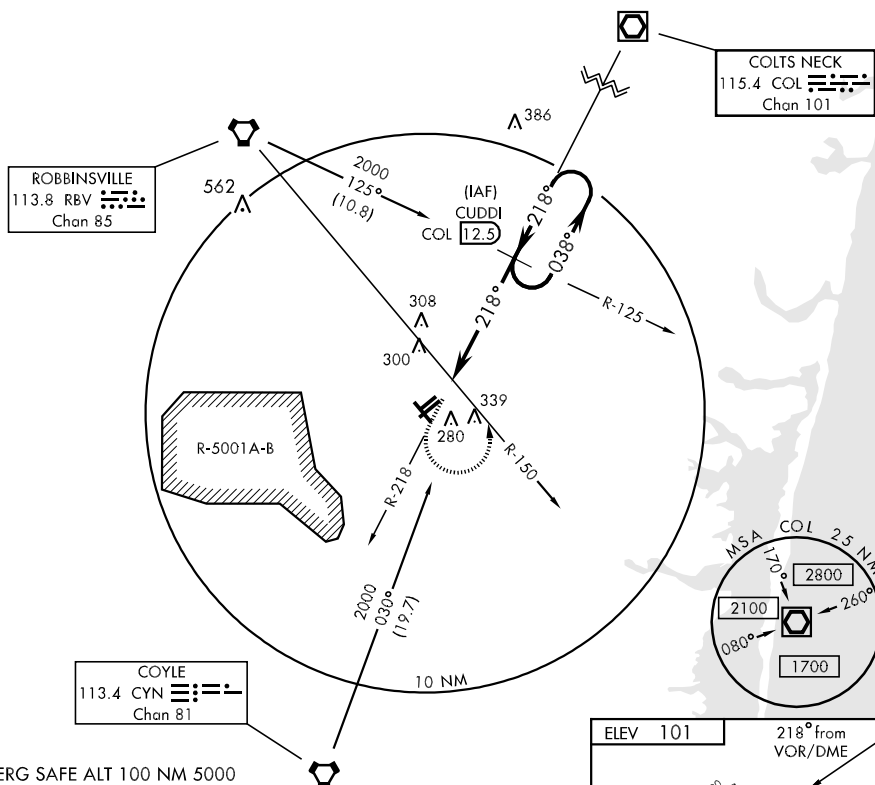


MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

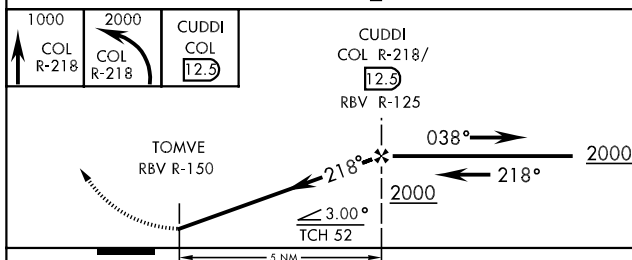
MC GUIRE APP CỌN
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

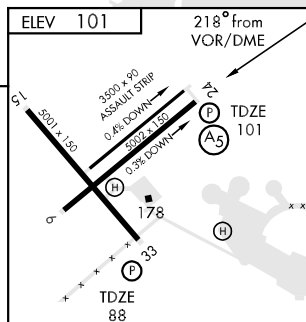
GND CON
118.375 307.05



EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D
S-24	560-1 459 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	560-1½ 459 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)



HIRL Rwy 6-24, 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC-5(-4DT)

NEW YORK

H-101, 12J, L-34G

DIAP, AD

N40°02.11' W74°21.13'

101 B NOTAM FILE MIV Not insp.

RWY 06-24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE

RWY 24: MALS. PAPI(P4L). Rgt tfc.

RWY 15-33: H5001X150 (ASPH) S-105, D-137, 2D-205 PCN 57 F/B/W/T HIRL

RWY 15: Rgt tfc. RWY 33: PAPI(P4L).

MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. JASU 2(GTC-85) 1(NCPP-105) 1(NC-8)

FUEL J8. Avbl 1100-2300Z†. Hot pit PPR DSN 624-2438/4995, C732-323-2438/4995. FLUID SP LOX 12 hr

prior notice rqr. OIL O-156 TRAN ALERT Svc avbl Mon-Fri 1100-2300Z†. Advise parking Navy or Army line.

MILITARY REMARKS: Opr Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000Z†, first Sat each month 1200-0000Z†, clsd Sat except first Sat each month, Sun, and federal hol. Mon-Wed 0000-0400Z† rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200-2000Z† (no forecast avbl). RSTD PPR for all tran acft DSN 624-2438/4995, C732-323-2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400' and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**-Rgt tfc Rwy 15 and Rwy 24. **MISC**-Class D airspace eff Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000Z†, first Sat each month 1200-0000Z†. OT Class E. A Opr 1230-2100Z†. Helicopter ldg Ft. Monmouth, PPR DSN 624-2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992-1444.

COMMUNICATIONS: SFA

ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

⑧ MC GUIRE APP/DEP CON 124.15 363.8

TOWER 127.775 360.2 340.2 (Mon-Fri 1200-0000Z†, exc alternate Fri, every Sat, Sun and holidays.)

GNC CON 118.375 307.05

AIRSPACE: CLASS D svc Mon-Wed 1200-0400Z†, Thu-Fri 1200-0000, first Sat each month 1200-0000Z†.

OT Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 157° 12.0 NM to fld. 248/10W.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70' W74°09.58' 219° 18.8 NM to fld.

129/11W.

(T) TACAN Chan 55 NEL (111.8) N40°02.22' W74°21.19' at fld. 137/11W. NOTAM FILE NEL.

Unmonitored Mon-Fri 2400-1200Z†, Sat, Sun and Federal holidays 24 hours.

NDB (MHW) 396 NEL N40°02.69' W74°20.13' 13' at fld. NOTAM FILE NEL. Mon-Fri 1200-0000Z† exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC-5(-4DT) N40°04.01' W74°10.66'

NEW YORK

L-34H

IAP

43 B S4 FUEL 100LL TPA-843(800) NOTAM FILE MIV

RWY 06-24: H2912X60 (ASPH) S-25 MIRL 0.3% up SW

RWY 06: PAPI(P2R)-GA 3.5° TCH 20. Thld dsplcd 264'. Fence.

RWY 24: PAPI(P2L)-GA 3.25° TCH 22. Thld dsplcd 247'. Road. Rgt tfc.

AIRPORT REMARKS: Attended May-Oct 1300-0100Z†. Nov-Apr 1300-2300Z†. Svcs avbl after hrs call 908-433-9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06-24. ACTIVATE MIRL Rwy 06-24 and PAPI Rwy 06 and Rwy 24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

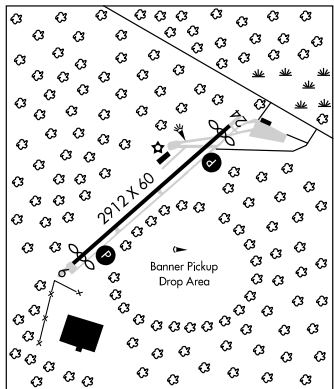
⑧ MCGUIRE APP/DEP CON 124.15

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04'

W74°25.90' 048°19.0 NM to fld. 210/10W.



APP CRS 061°	Rwy Idg TDZE Apt Elev	2648 43 43
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RNAV (GPS) RWY 6

LAKEWOOD (N12)

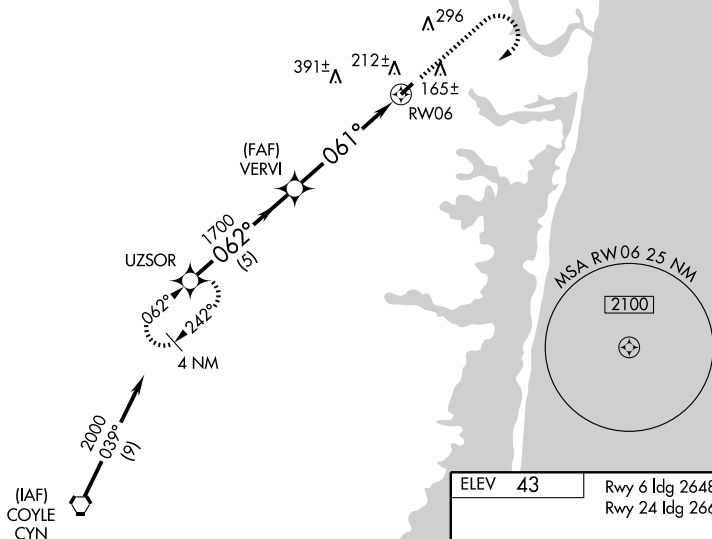
▼ Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

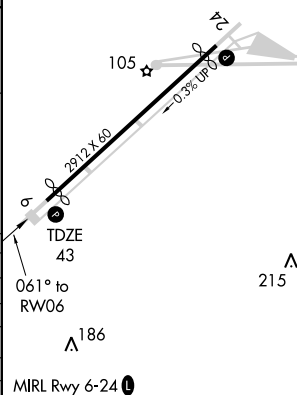
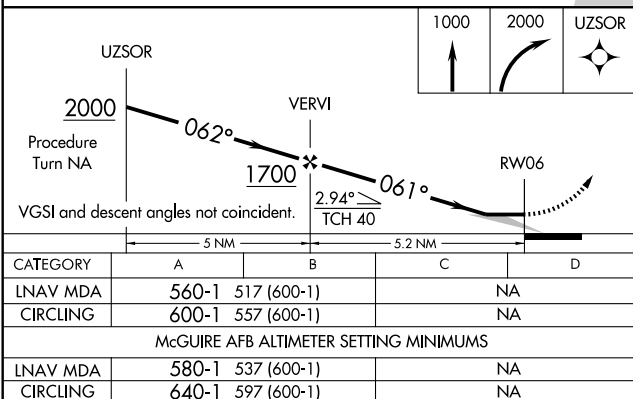
McGUIRE APP CON
124.15 363.8

GCO
121.725

UNICOM
122.8 (CTAF) 1

638 **▲**ELEV **43**

Rwy 6 Idg 2648'
Rwy 24 Idg 2665'



APP CRS 242°	Rwy Idg TDZE Apt Elev	2665 43 43
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 24

LAKEWOOD (N12)

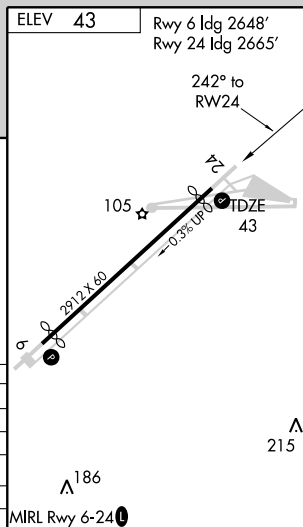
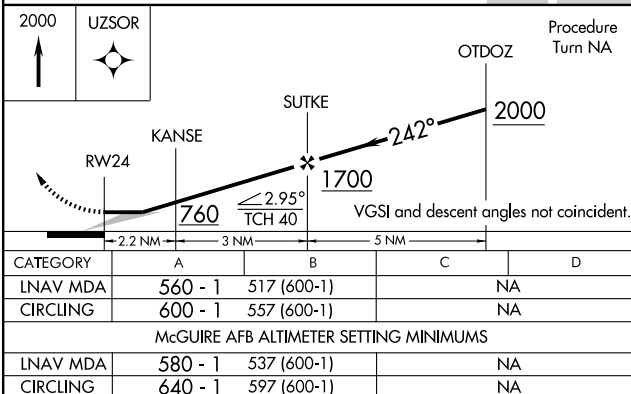
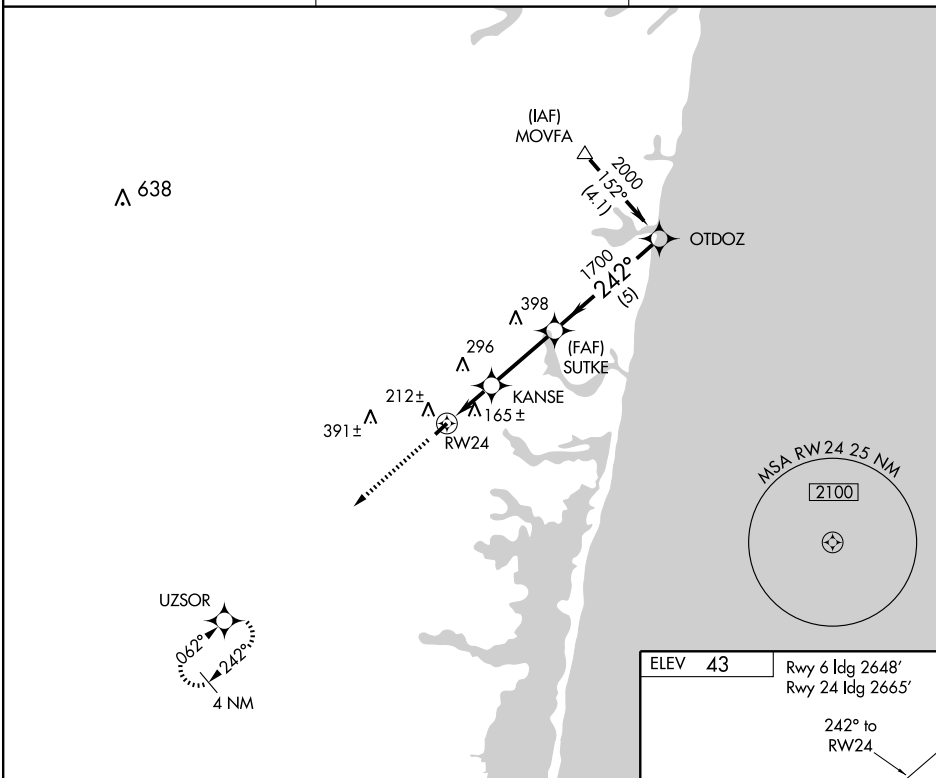
▼ Use Lakehurst NAES altimeter setting, when not received,
use McGuire AFB altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 2000
direct UZSOR WP and hold.

McGUIRE APP CON
124.15 363.8

GCO
121.725

UNICOM
122.8 (CTAF) 0



VORTAC CYN	APP CRS	Rwy Idg	2648
113.4	047°	TDZE	43
Chan 81		Apt Elev	43

VOR RWY 6
LAKEWOOD (N12)

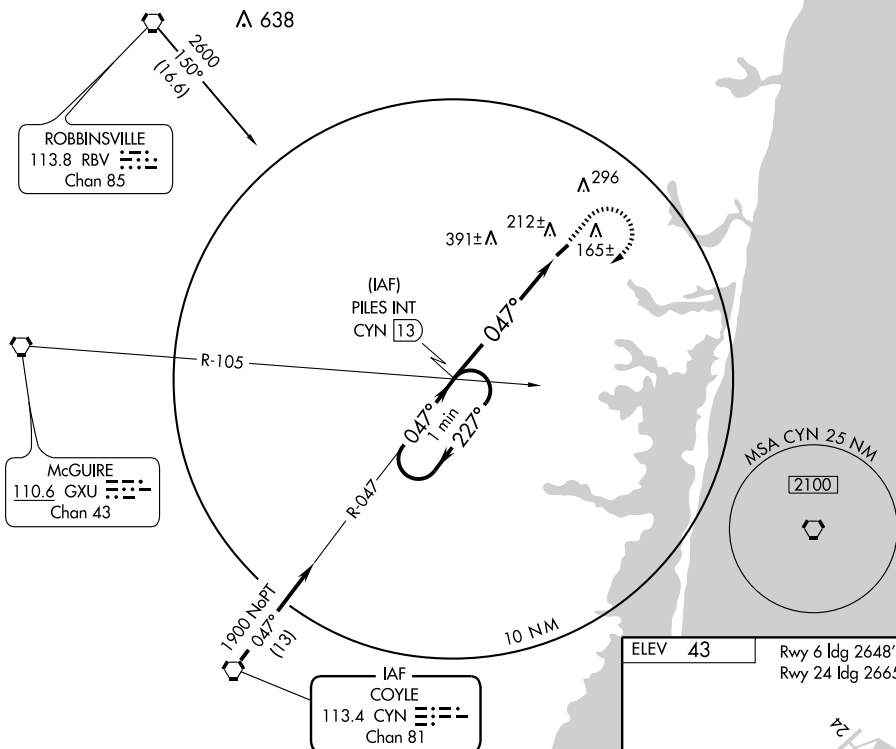
T Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.

MISSED APPROACH Climb to 800 then climbing right turn to 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

McGUIRE APP CON
124.15 363.8

GCO
121.725

UNICOM
122.8 (CTAF) **L**



One Minute Holding Pattern

PILES INT
CYN 13

800

1900

PILES
INT

$$1900 \xleftarrow{22} \frac{\quad}{0.4}$$

2.95°	TCH
-------	-----

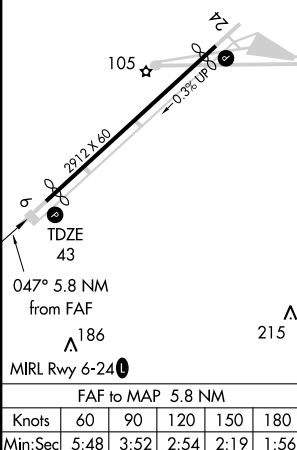
CYN
18.8

VGS1 and descent angles not coincident.

CATEGORY	A	B	C	D
S-6	620 - 1	577 (600-1)		NA
CIRCLING	620 - 1	577 (600-1)		NA
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
S-6	660 - 1	617 (700-1)		NA
CIRCLING	660 - 1	617 (700-1)		NA

ELEV 43

Rwy 6 lđg 2648'
Rwy 24 lđg 2665'



LAKEWOOD, NEW JERSEY
Amdt 6B 08157

40°04'N - 74°11'W

LAKEWOOD (N12)
VOR RWY 6

NE-2. 23 SEP 2010 to 21 OCT 2010

LINCOLN PARK (NØ7) 2 N UTC-5(-4DT) N40°56.85' W74°18.87'

182 B S4 FUEL 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV

RWY 01-19: H2942X40 (ASPH) MIRL

RWY 01: Thld dsplcd 840'. Trees.

RWY 19: Thld dsplcd 260'. Antenna.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer and birds invof rwy.

Touch and go lds prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108' short of displcd thld markings. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK APP/DEP CON 127.6

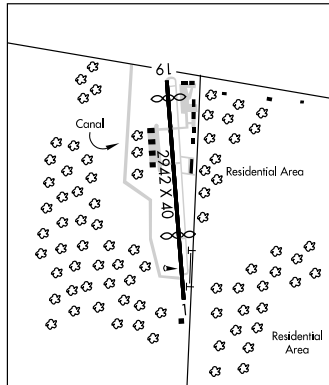
GCO 121.725 (MIV FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05'

W74°32.30' 136° 12.5 NM to fld. 1410/11W.

MOREE NDB (LOM) 392 MM N40°52.79' W74°20.07' 024° 4.0 NM to fld.

NEW YORK
COPTER
L-33A, 34H
IAP**LINDEN** (LDJ) 1 SE UTC-5(-4DT) N40°37.05' W74°14.68'

23 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MIV

RWY 09-27: H4137X100 (ASPH) S-31.5, D-42 MIRL

RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60'. Thld dsplcd 460'. Pole.

RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47'. Thld dsplcd 543'. Antenna.

AIRPORT REMARKS: Attended Oct-Apr 1330-2300Z±, May-Sep 1200-0130Z±. Birds on and invof arpt. Touch and go lds for base assigned acft; all others ctc arpt manager 908-862-8800 for PPR. TPA 800' MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09-27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and 27—CTAF. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 124.025 (908) 862-7383.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® NEW YORK APP CON 135.35 ® NEW YORK DEP CON 119.2 126.7

NEWARK TOWER CLNC DEL 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75' W73°53.67' 282° 16 NM to fld. 10/11W.

NEW YORK
COPTER
L-33A, 34H
IAP**LITTLE FERRY SPB** (2N7) 1 E UTC-5(-4DT) N40°51.01' W74°01.98'

00 TPA—500(500) NOTAM FILE MIV

WATERWAY 01-19: 5500X150 (WATER)

WATERWAY 01: Towers.

WATERWAY 19: Bridge. Rgt tfc.

SEAPLANE REMARKS: Attended Tue-Sun 1400Z±-dusk. Dalgt use only.**COMMUNICATIONS:** CTAF/UNICOM 122.8NEW YORK
COPTER

LOM MM 392	APP CRS 026°	Rwy Idg TDZE Apt Elev	2103 182 182
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NDB RWY 1
LINCOLN PARK (NØ7)

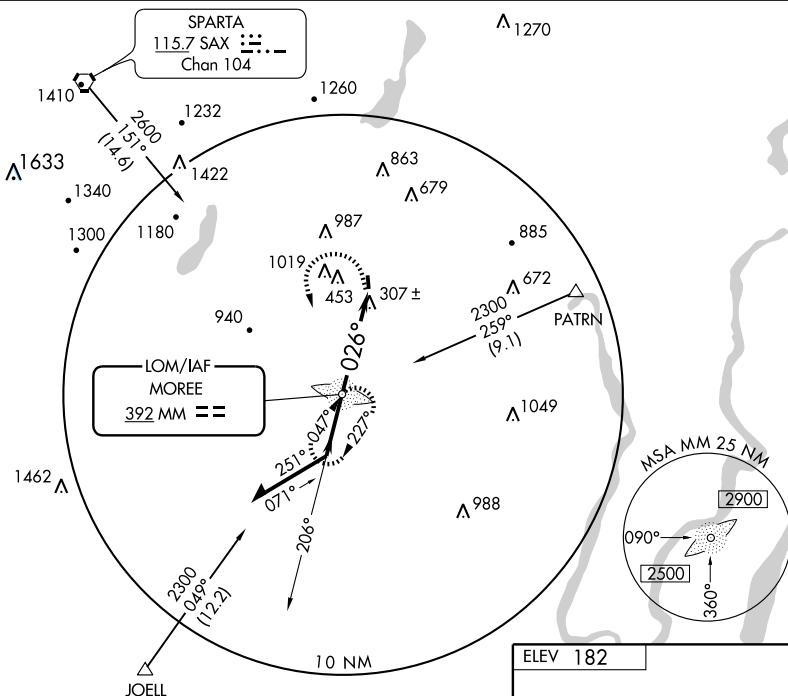
▼ Visibility reduction by helicopters NA.
▲ NA Use Teterboro altimeter setting.

MISSED APPROACH: Climbing left turn
to 2300 direct MM LOM and hold.

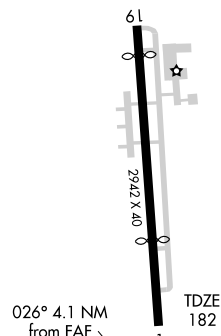
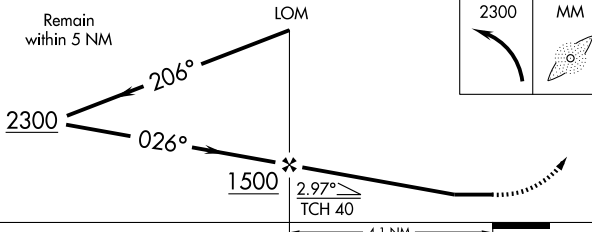
NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF) 0



ELEV 182



CATEGORY	A	B	C	D
S-1	1480-1¼ 1298 (1300-1¼)		NA	
CIRCLING	1480-1¼ 1298 (1300-1¼)		NA	

MIRL Rwy 1-19 0					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

APP CRS
008°

Rwy Idg	2103
TDZE	182
Apt Elev	182

RNAV (GPS) RWY 1

LINCOLN PARK (N07)



Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

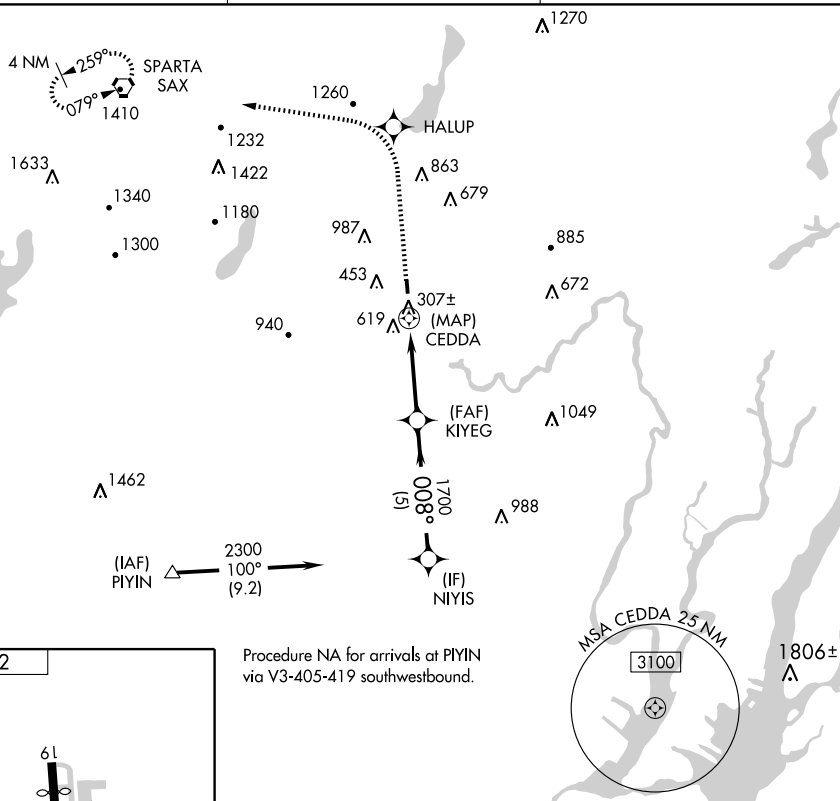


MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

NEW YORK APP CON
127.6 379.9

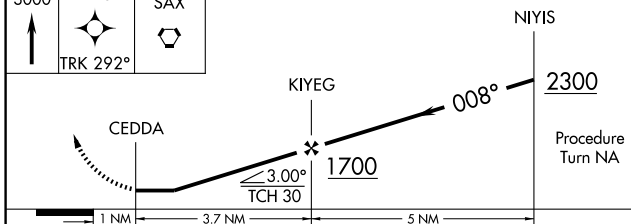
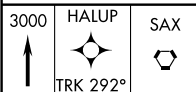
GCO
121,725

UNICOM
122.8 (CTAF) **L**



Procedure NA for arrivals at PIYIN
via V3-405-419 southwestbound.

ELEV 182



CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

LINCOLN PARK, NEW JERSEY
Orig 10098

40°57'N - 74°19'W

LINCOLN PARK (N07)

RNAV (GPS) RWY 1

NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **203°**
Rwy Idg **2683**
TDZE **182**
Apt Elev **182**

RNAV (GPS) RWY 19

LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

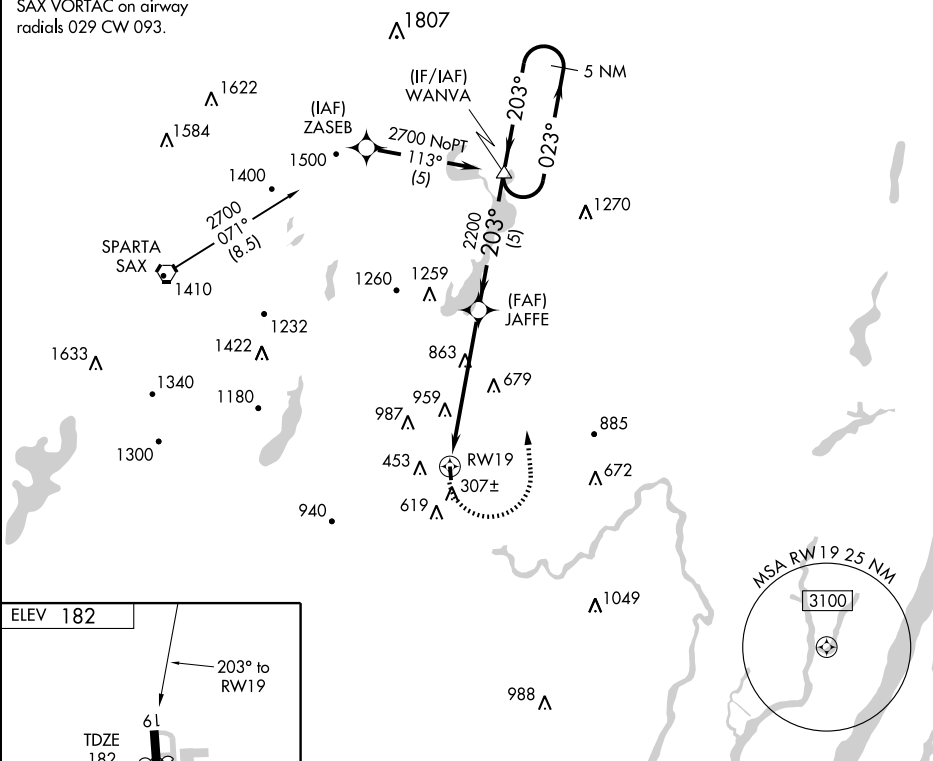
MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

NEW YORK APP CON
127.6 379.9

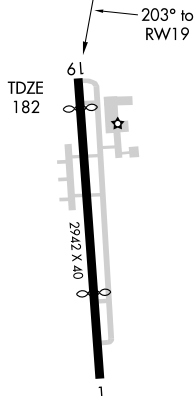
GCO
121.725

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at
SAX VORTAC on airway
radials 029 CW 093.



ELEV 182



MIRL Rwy 1-19 0

	2700 WANVA		WANVA 5 NM Holding Pattern	
	JAFJE		RW19	
	3.25° TCH 30		2200	
	5.8 NM		5 NM	
CATEGORY	A		B	C D
LNVA MDA	1280-1¼ 1098 (1100-1¼)		NA	
CIRCLING	1460-1¼ 1278 (1300-1¼)		NA	

LINCOLN PARK (NØ7) 2 N UTC-5(-4DT) N40°56.85' W74°18.87'

182 B S4 FUEL 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV

RWY 01-19: H2942X40 (ASPH) MIRL

RWY 01: Thld dsplcd 840'. Trees.

RWY 19: Thld dsplcd 260'. Antenna.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer and birds invof rwy.

Touch and go lds prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108' short of displcd thld markings. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® NEW YORK APP/DEP CON 127.6

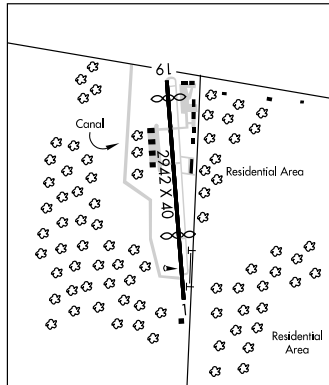
GCO 121.725 (MIV FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05'

W74°32.30' 136° 12.5 NM to fld. 1410/11W.

MOREE NDB (LOM) 392 MM N40°52.79' W74°20.07' 024° 4.0 NM to fld.

NEW YORK
COPTER
L-33A, 34H
IAP**LINDEN** (LDJ) 1 SE UTC-5(-4DT) N40°37.05' W74°14.68'

23 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MIV

RWY 09-27: H4137X100 (ASPH) S-31.5, D-42 MIRL

RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60'. Thld dsplcd 460'. Pole.

RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47'. Thld dsplcd 543'. Antenna.

AIRPORT REMARKS: Attended Oct-Apr 1330-2300Z±, May-Sep 1200-0130Z±. Birds on and invof arpt. Touch and go lds for base assigned acft; all others ctc arpt manager 908-862-8800 for PPR. TPA 800' MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09-27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and 27—CTAF. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 124.025 (908) 862-7383.**COMMUNICATIONS:** CTAF/UNICOM 123.0

® NEW YORK APP CON 135.35 ® NEW YORK DEP CON 119.2 126.7

NEWARK TOWER CLNC DEL 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75' W73°53.67' 282° 16 NM to fld. 10/11W.

NEW YORK
COPTER
L-33A, 34H
IAP**LITTLE FERRY SPB** (2N7) 1 E UTC-5(-4DT) N40°51.01' W74°01.98'

00 TPA—500(500) NOTAM FILE MIV

WATERWAY 01-19: 5500X150 (WATER)

WATERWAY 01: Towers.

WATERWAY 19: Bridge. Rgt tfc.

SEAPLANE REMARKS: Attended Tue-Sun 1400Z±-dusk. Dalgt use only.**COMMUNICATIONS:** CTAF/UNICOM 122.8NEW YORK
COPTER

APP CRS 039°	Rwy Idg TDZE Apt Elev	N/A N/A 23
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GPS-A
LINDEN (LDJ)

▽ Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

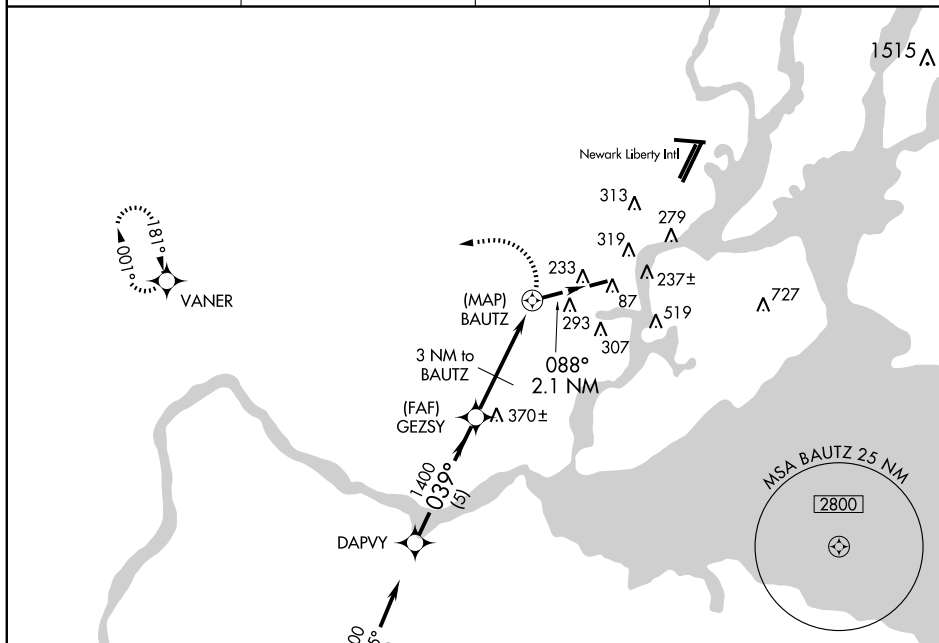
MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

AWOS-3
124.025

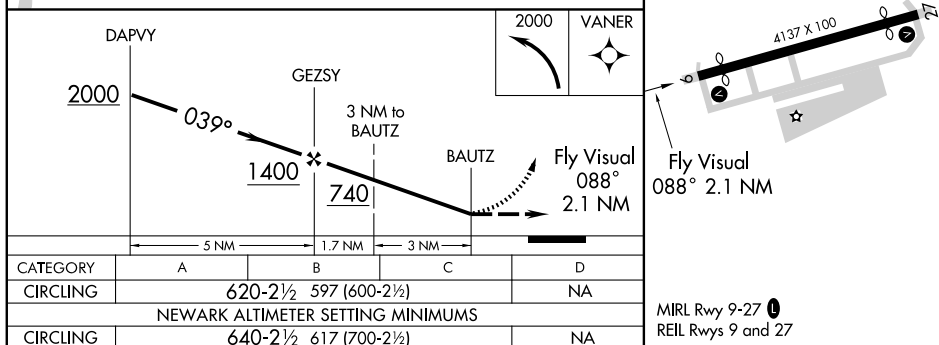
NEW YORK APP CON
135.35 379.9

CLNC DEL
128.35

UNICOM
123.0 (CTAF) 0



RADAR REQUIRED



LINDEN, NEW JERSEY

Orig-A 08157

40°37'N - 74°15'W

LINDEN (LDJ)

GPS-A

NE-2, 23 SEP 2010 to 21 OCT 2010

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

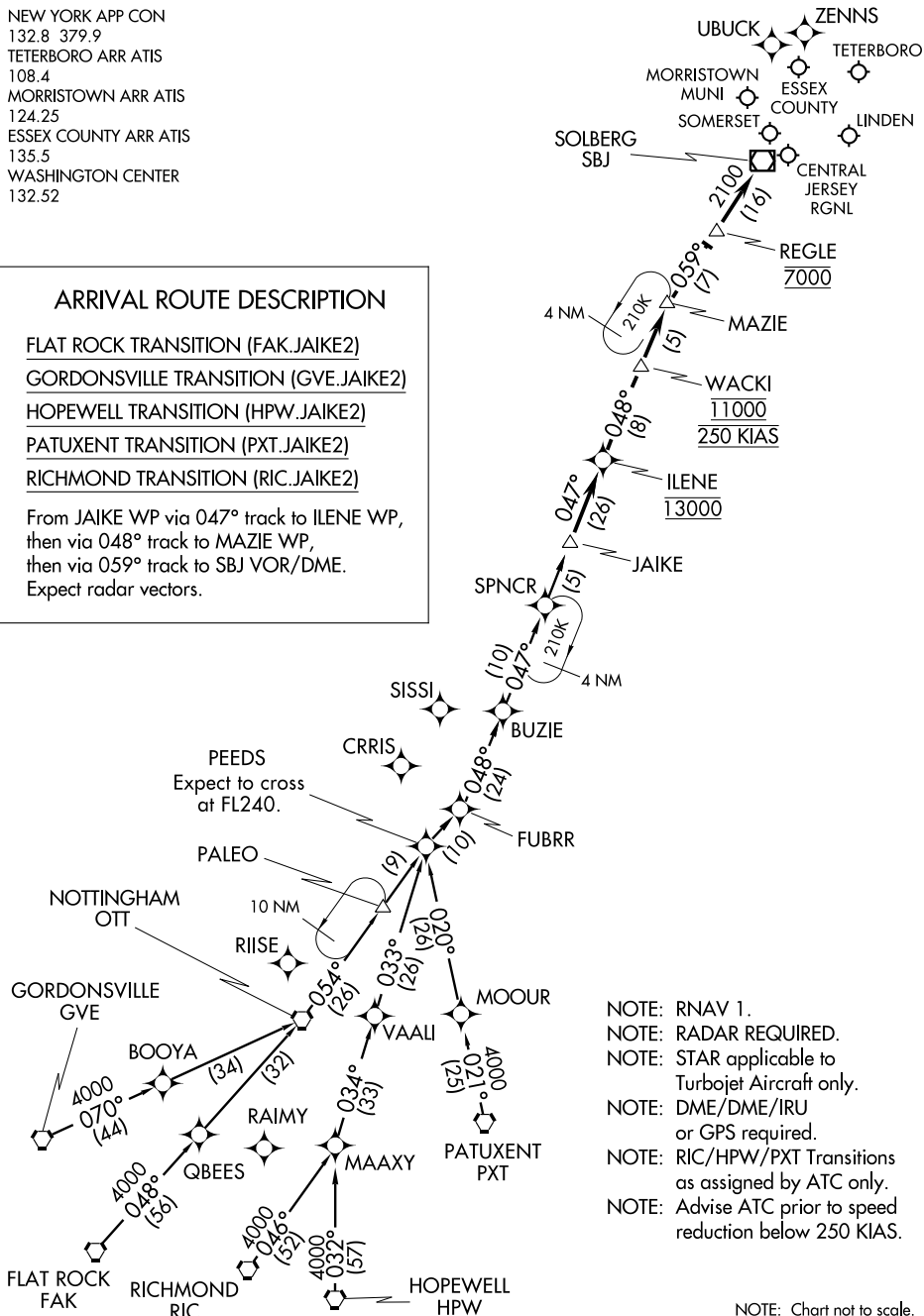
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



- NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

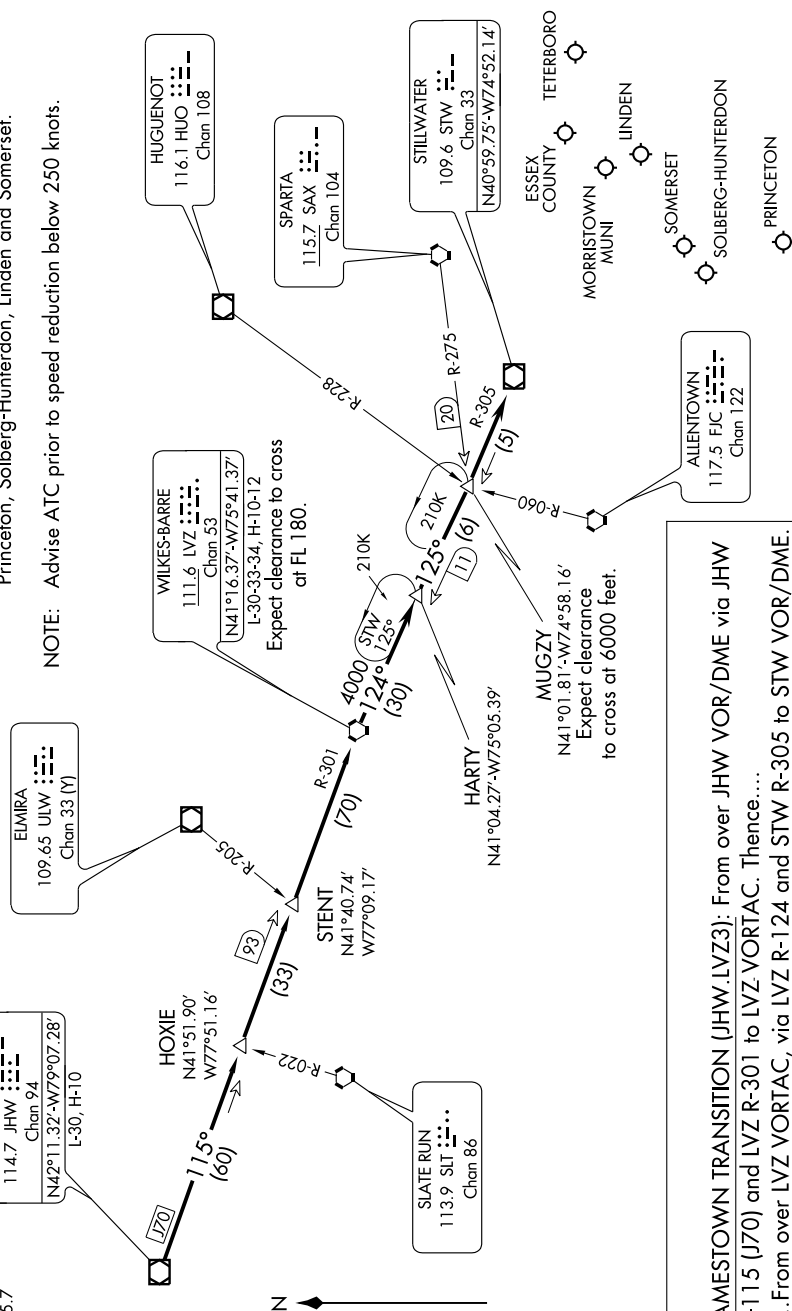
TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



NOTE: Chart not to scale.

JAMESTOWN TRANSITION (JHW LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
.....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME.
Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

LUMBERTON

FLYING W (N14) 01 SW UTC-5(-4DT) N39°56.06' W74°48.43'

49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

RWY 01-19: H3496X75 (ASPH) MIRL 0.4% up N

RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26'. Trees. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22'.

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z†, Nov-Mar 1200-0000Z†. East-west ravine crosses extended centerline Rwy 01 100' from thld. Deep retention pond 23' west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01-19 PAPI and REIL Rwsy 01 and 19, and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **McGUIRE APP/DEP CON** 124.15

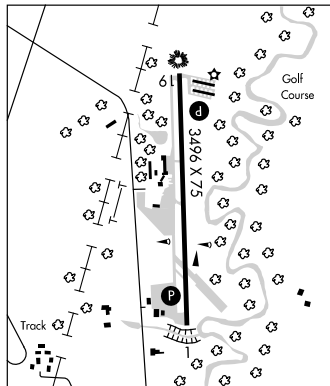
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 232° 21.6 NM to fld. 248/10W.

WASHINGTON

L-34G, A

IAP



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC-5(-4DT) N40°31.46' W74°35.90'

86 B S4 **FUEL** 100 TPA-1086(1000) NOTAM FILE MIV

RWY 07-25: H3509X50 (ASPH) S-30 LIRL 0.6% up SW.

RWY 07: RR.

RWY 25: Trees.

AIRPORT REMARKS: Attended 1300Z†-dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216' long. Unusable, steep slope. Rwy 07 thld located 37' prior to dspld thld, 585' from pavement end.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (MILLVILLE FSS)

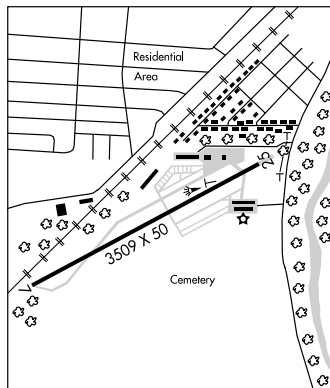
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 051° 21.6 NM to fld. 300/10W.

NEW YORK

L-33A, 34H

IAP



APP CRS	Rwy Idg	3496
011°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 1

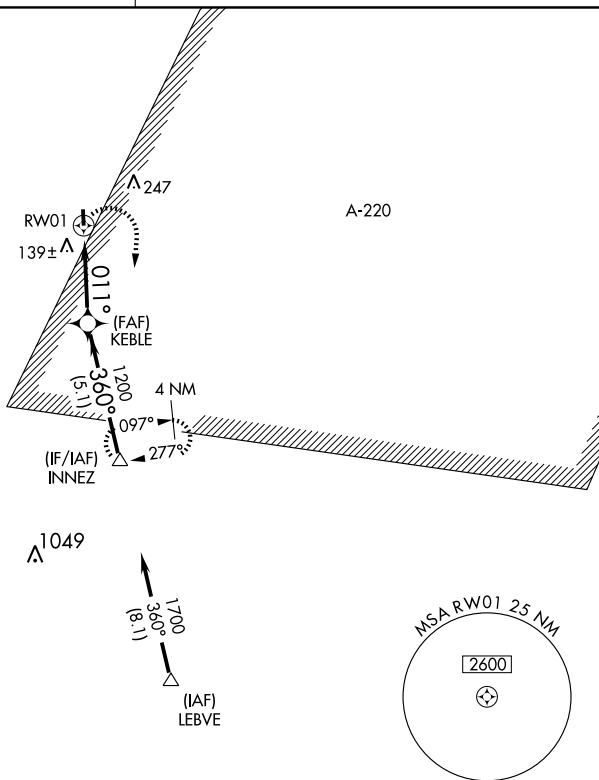
LUMBERTON / FLYING W (N14)

T Use McGuire AFB altimeter setting;
if not received, procedure NA.

A NA GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

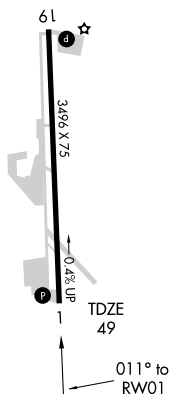
MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) **L**

ELEV 49

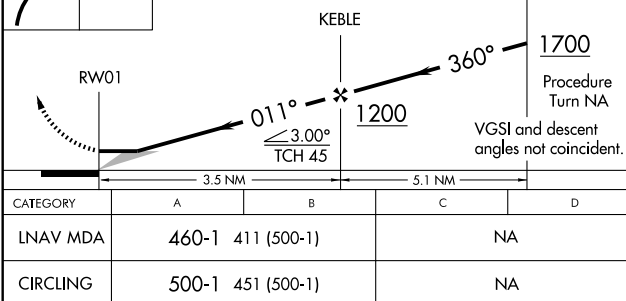
MIRL Rwy 1-19 **L**
REIL Rwy 1 and 19 **L**



2000	INNEZ
------	-------

INNEZ

INNEZ



LUMBERTON, NEW JERSEY
Orig 09071

39°56'N - 74°48'W

LUMBERTON / FLYING W (N14)
RNAV (GPS) RWY 1

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS **191°**
 Rwy Idg **3496**
 TDZE **49**
 Apt Elev **49**

RNAV (GPS) RWY 19

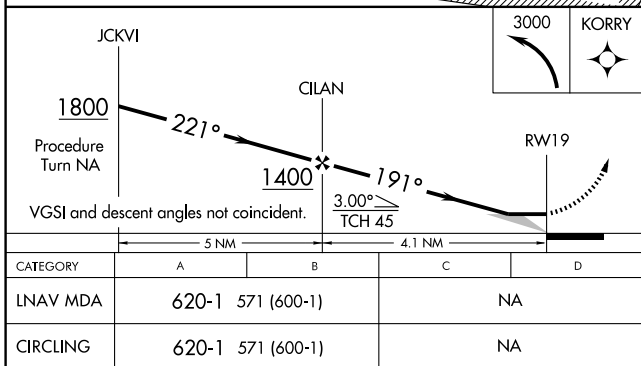
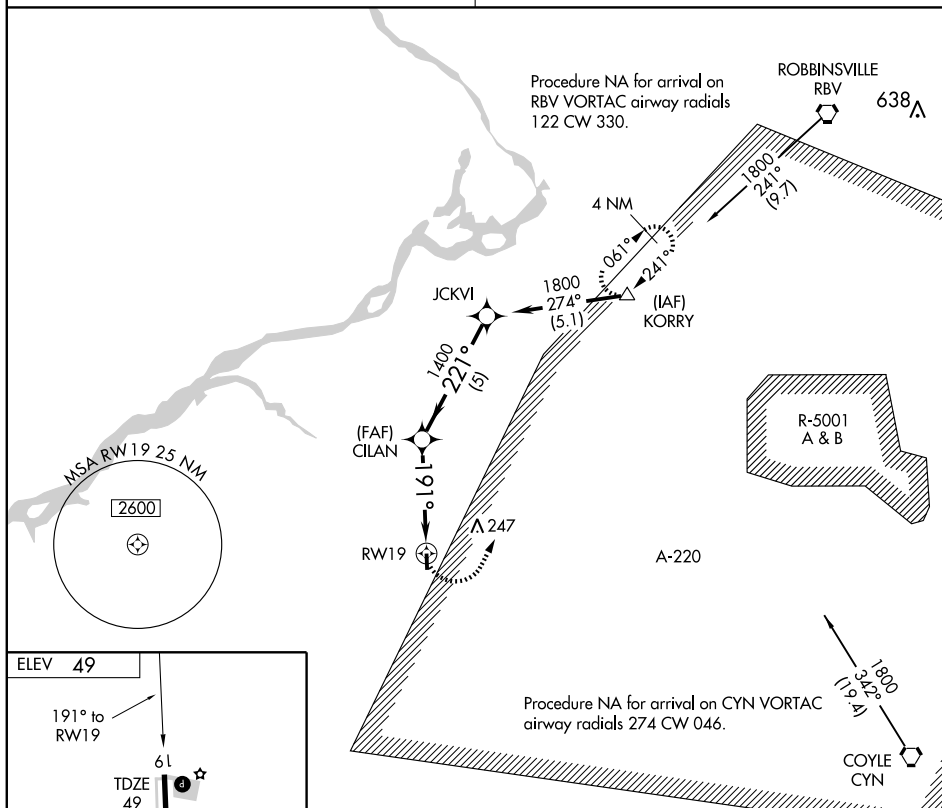
LUMBERTON/ FLYING W (N14)

Use McGuire AFB altimeter setting;
 if not received, procedure NA.
 GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn
 to 3000 direct KORYY WP and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) 0



MIRL Rwy 1-19 Δ
 REIL Rwy 1 and 19 Δ

NE-2 23 SEP 2010 to 21 OCT 2010

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 49
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VOR-A

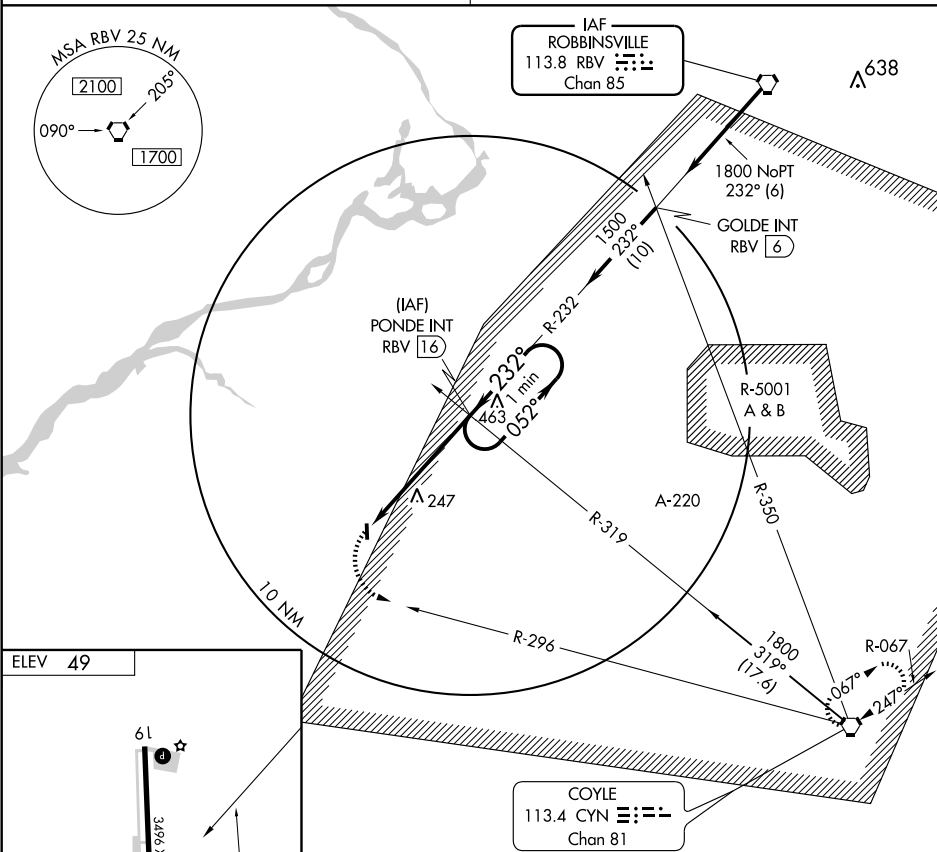
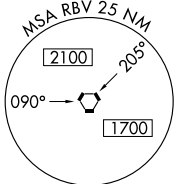
LUMBERTON / FLYING W (N14)

▼ Use McGuire AFB olimeter setting;
▲ NA if not received, procedure NA.

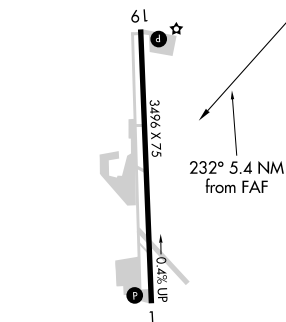
MISSED APPROACH: Climbing left turn to 2000 via
CYN VORTAC R-296 to CYN VORTAC and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) 0



ELEV 49



MRL Rwy 1-19
REIL Rws 1 and 19

2000 CYN R-296 113.4		PONDE INT RBV (16)		One Minute Holding Pattern	
CYN		052° → 1500		← 232°	
5.4 NM					
FAF to MAP 5.4 NM		CATEGORY			
Knots		A		B	
60		640-1		640-1 1/4	
90		591 (600-1)		591 (600-1 1/4)	
120				C	
150				D	
180				NA	
Min:Sec		5:24		3:36	
		2:42		2:10	
		1:50		1:48	

LUMBERTON

FLYING W (N14) 01 SW UTC-5(-4DT) N39°56.06' W74°48.43'

49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

RWY 01-19: H3496X75 (ASPH) MIRL 0.4% up N

RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26'. Trees. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22'.

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z†, Nov-Mar 1200-0000Z†. East-west ravine crosses extended centerline Rwy 01 100' from thld. Deep retention pond 23' west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01-19 PAPI and REIL Rwsy 01 and 19, and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **McGUIRE APP/DEP CON** 124.15

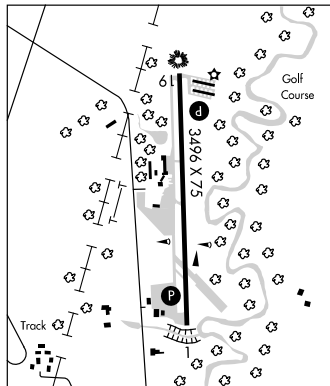
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 232° 21.6 NM to fld. 248/10W.

WASHINGTON

L-34G, A

IAP



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC-5(-4DT) N40°31.46' W74°35.90'

86 B S4 **FUEL** 100 TPA-1086(1000) NOTAM FILE MIV

RWY 07-25: H3509X50 (ASPH) S-30 LIRL 0.6% up SW.

RWY 07: RR.

RWY 25: Trees.

AIRPORT REMARKS: Attended 1300Z†-dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216' long. Unusable, steep slope. Rwy 07 thld located 37' prior to dspld thld, 585' from pavement end.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (MILLVILLE FSS)

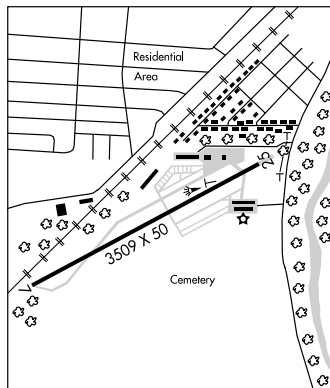
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 051° 21.6 NM to fld. 300/10W.

NEW YORK

L-33A, 34H

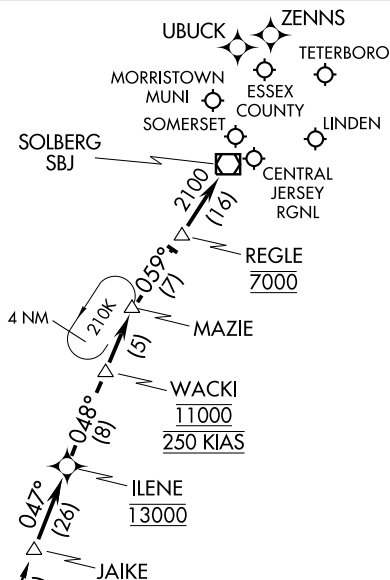
IAP



JAIKE TWO ARRIVAL (RNAV)

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

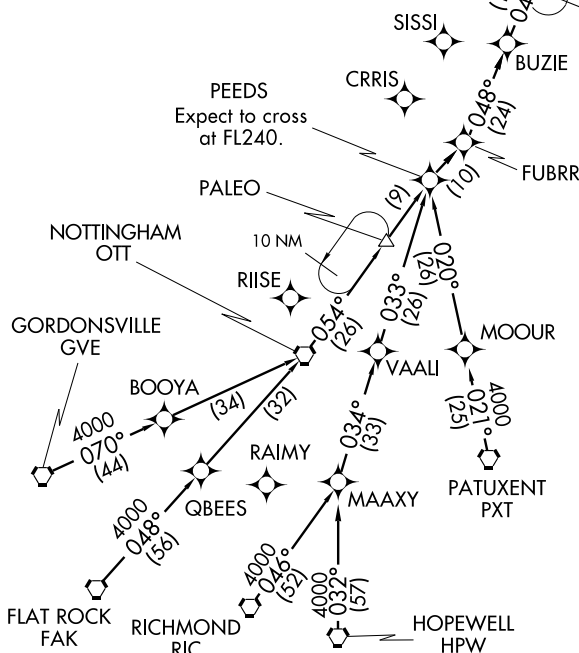
TETERBORO, NEW JERSEY



ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



- NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to
Turbojet Aircraft only.
NOTE: DME/DME/IRU
or GPS required.
NOTE: RIC/HPW/PXT Transitions
as assigned by ATC only.
NOTE: Advise ATC prior to speed
reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)

(JAIKE.JAIKE2) 10154

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3509
069°	TDZE	81
	Apt Elev	86

RNAV (GPS) RWY 7

MANVILLE/ CENTRAL JERSEY RGNL (47N)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

TRENTON ASOS
126.77

NEW YORK APP CON
132.8 379.9

GCO
121.725

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at BIGGY via V3-419 SW bnd.

(IAF)
BIGGY

2000
102°
(8.1)

(IF)
ADIUM

1600
069°
(6.1)

METRO

1049 Δ

279 \pm Δ

579 \pm Δ

837 Δ

745 Δ

350 Δ

(FAF)
BOXZE

4 NM

102°

282°

RW07

210 Δ

256 Δ

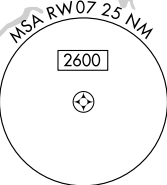
670 \pm Δ

776 Δ

949 Δ

920 Δ

628 Δ



ELEV 86

2000

METRO Δ

ADIUM

2000

BOXZE

RW07

Procedure
Turn NA

069°

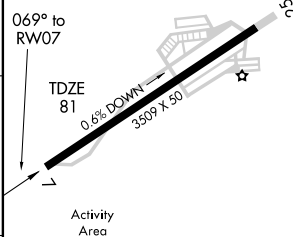
1600

3.04°

TCH 30

6.1 NM

4.6 NM



Activity
Area

CATEGORY	A	B	C	D
RNAV MDA	720-1 639 (700-1)	720-1 639 (700-1 3/4)	720-1 639 (700-1 3/4)	NA
CIRCLING	720-1 634 (700-1)	720-1 634 (700-1 3/4)	720-1 634 (700-1 3/4)	NA

LURL Rwy 7-25

APP CRS	Rwy Idg	3509
249°	TDZE	82
	Apt Elev	86

RNAV (GPS) RWY 25

MANVILLE/ CENTRAL JERSEY RGNL (47N)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

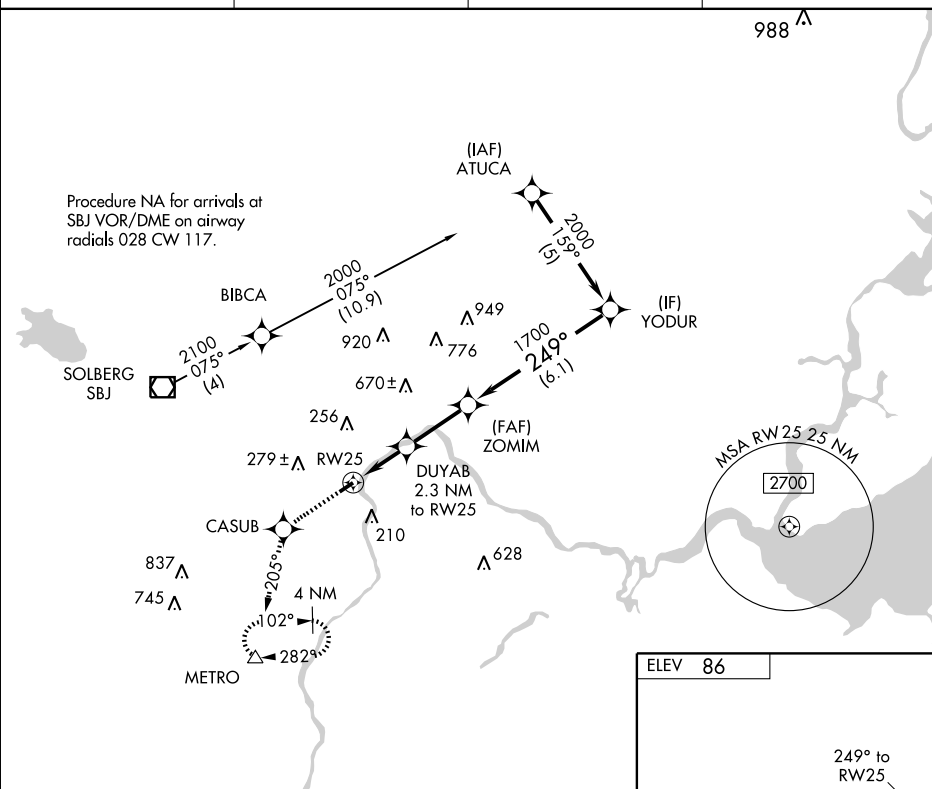
MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

TRENTON ASOS
126.77

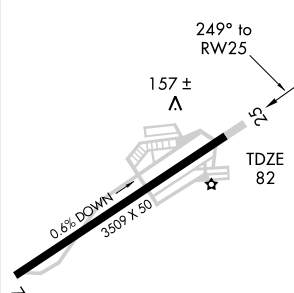
NEW YORK APP CON
132.8 379.9

GCO
121.725

UNICOM
122.7 (CTAF)



ELEV 86



2000	CASUB	tr 205°	METRO
<p>DUYAB 2.3 NM to RW25</p> <p>ZOMIM</p> <p>249°</p> <p>2000</p> <p>1700</p> <p>860</p> <p>3.10° TCH 40</p> <p>2.3 NM</p> <p>2.6 NM</p> <p>6.1 NM</p> <p>Procedure Turn NA</p>			
CATEGORY	A	B	C
LNAV MDA	480-1	398 (400-1)	NA
CIRCLING	540-1	454 (500-1)	700-1 3/4 614 (700-1 3/4)

LURL Rwy 7-25

VOR/DME SBJ 112.9 Chan 76	APP CRS 128°	Rwy Idg TDZE Apt Elev	N/A N/A 86
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VOR-A

MANVILLE/CENTRAL JERSEY RGNL (47N)

NA Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

TRENTON ASOS
126.77

NEW YORK APP CON
132.8 379.9

GCO
121.725

UNICOM
122.7 (CTAF)

SWEET

1462

2800
16.9

IAF
SOLBERG
112.9 SBJ
Chan 76

920

776

670±

256

279±

173±

210

628

MSA SBJ 25 NM

2900

090° 270°

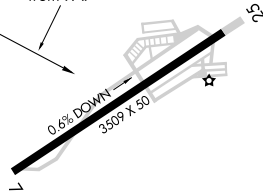
2200

1.0 NM

METRO

ELEV 86

128° 7.3 NM from FAF



LIRL Rwy 7-25

One Minute Holding Pattern

VOR/DME

2500

308°

128°

2500

800

2500

SBJ

112.9

SBJ

7.3

7.3 NM

CATEGORY	A	B	C	D
CIRCUING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

MANVILLE, NEW JERSEY

Amdt 7 10154

MANVILLE/CENTRAL JERSEY RGNL (47N)

40°31'N - 74°36'W

VOR-A

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LOC I-MIV	APP CRS	Rwy Idg	6002
<u>110.9</u>	100°	TDZE	74
		Apt Elev	83

ILS RWY 10
MILLVILLE MUNI (MIV)

T Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM.
ACTIVATE MALSR Rwy 10-UNICOM.

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

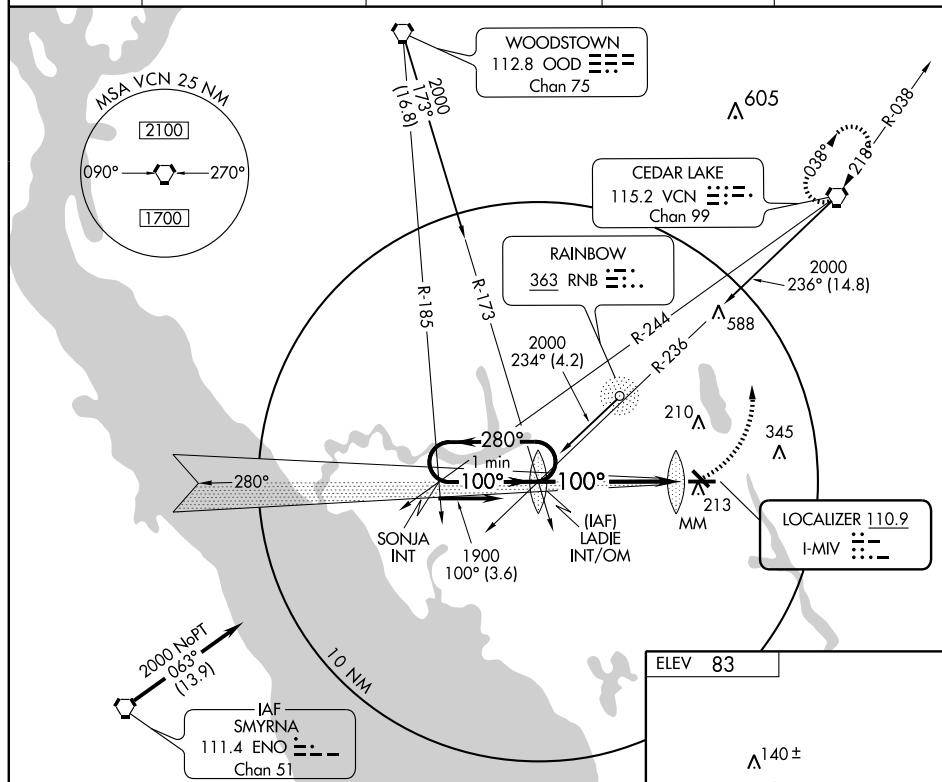
ASOS
128.125

ATLANTIC CITY APP CON
124.6 327.125

MILLVILLE RADIO
123.65

UNICOM
123.00

CTAF
123.65



NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

One Minute Holding Pattern

ADIE
T/OM

20

VCN

2000



MM

4.9 NM

CATEGORY	A	B	C	D
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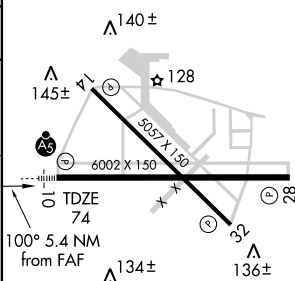
S-ILS 10	274- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)
----------	--

S-LOC 10	420-1/2	346 (400-1/2)
----------	---------	---------------

				346 (400-3%)
	180.1	540.1	540.11%	640.2

CIRCLING	480-1 397 (400-1)	340-1 457 (500-1)	340-1½ 457 (500-1½)	640-2 557 (600-2)
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ELEV 83

MIRL Rwy 10-28 and 14-32 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
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Min:Sec	5:24	3:36	2:42	2:10	1:48
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MILLVILLE, NEW JERSEY
Amdt 1B 10210

39°22'N - 75°04'W

MILLVILLE MUNI (MIV)
ILS RWY 10

LEEAH THREE DEPARTURE

SL-891 (FAA)

MILLVILLE MUNI (MIV)
MILLVILLE, NEW JERSEY


ATLANTIC CITY DEP CON
124.6 327.125
MILLVILLE RADIO
123.65
ASOS 128.125
CTAF 123.65

WOODSTOWN
112.8 OOD 
Chan 75


CEDAR LAKE
115.2 VCN 
Chan 99


ROBBINSVILLE
113.8 RBV 
Chan 85

DUPONT
114.0 DGO 
Chan 87


COYLE
113.4 CYN 
Chan 81
N39°49.04'-W74°25.90'
L-34, H-10-12

ATLANTIC CITY
108.6 ACY 
Chan 23

SMYRNA
111.4 ENO 
Chan 51
N39°13.90'-W75°30.96'
L-34, H-10-12

SALISBURY
111.2 SBY 
Chan 49

LEEAH
N39°15.65'-W74°57.18'
L-34
1800

WATERLOO
112.6 ATR 
Chan 73
N38°48.59'-W75°12.68'
L-34-36, H-10-12

TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32:
STANDARD

TAKE-OFF OBSTACLES:

Rwy 10, multiple trees beginning 14' from DER,
498' right of centerline up to 49' AGL/134' MSL.
Rwy 14, multiple trees beginning 20' from DER,
167' left/139' right of centerline, up to 72' AGL/154' MSL.
Rwy 28, multiple trees beginning 28' from DER,
144' left/167' right of centerline, up to 80' AGL/154' MSL.
Rwy 32, multiple trees beginning 34' from DER,
341' left/273' right of centerline, up to 71' AGL/152' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . .

. . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

LEEAH THREE DEPARTURE

(LEEAH3.LEEAH) 07298

MILLVILLE, NEW JERSEY
MILLVILLE MUNI (MIV)

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

NDB RNB 363	APP CRS 147°	Rwy Idg TDZE Apt Elev	5057 81 85
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NDB RWY 14

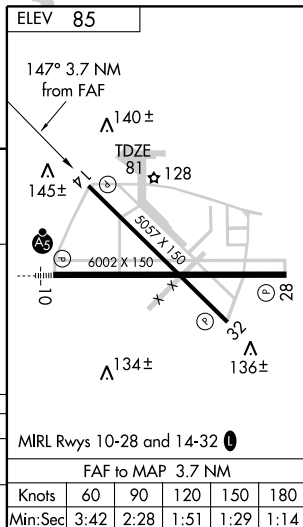
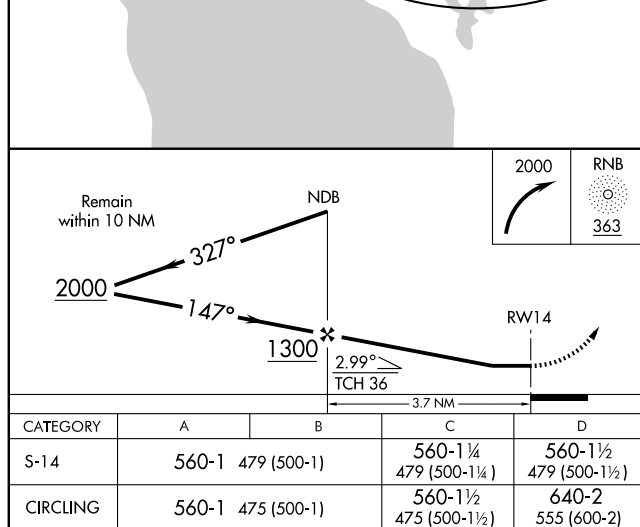
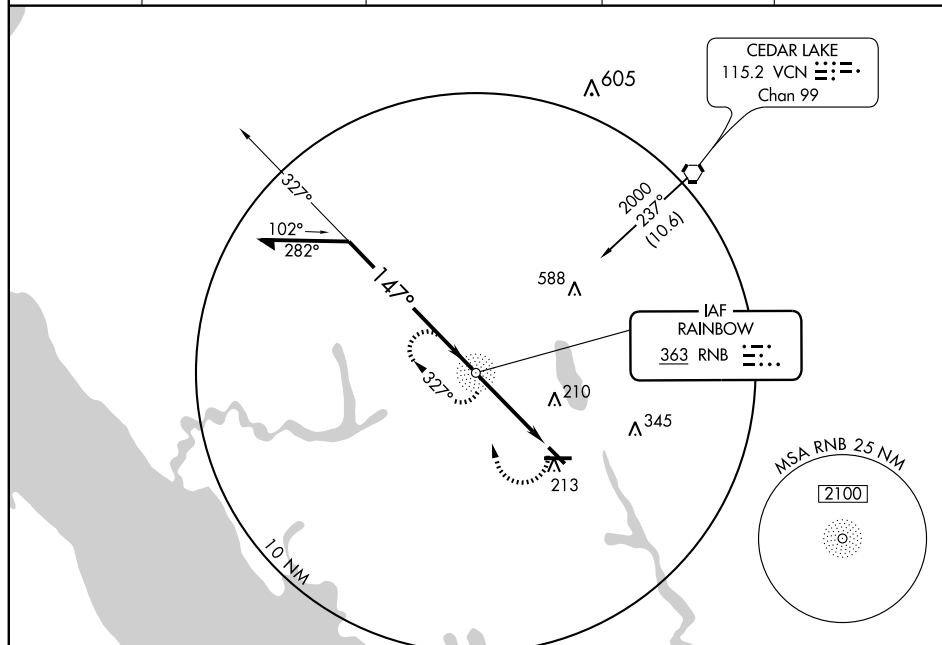
MILLVILLE MUNI (MIV)



When VGSi inop, straight-in/circling
Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct
RNB NDB and hold, continue climb-in-hold to 2000.

ASOS 128.125	ATLANTIC CITY APP CON 124.6 327.125	MILLVILLE RADIO 123.65	UNICOM 123.0	CTAF 123.65
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WAAS Ch 82000 W14A	APP CRS 146°	Rwy Idg TDZE 81 Apt Elev 85
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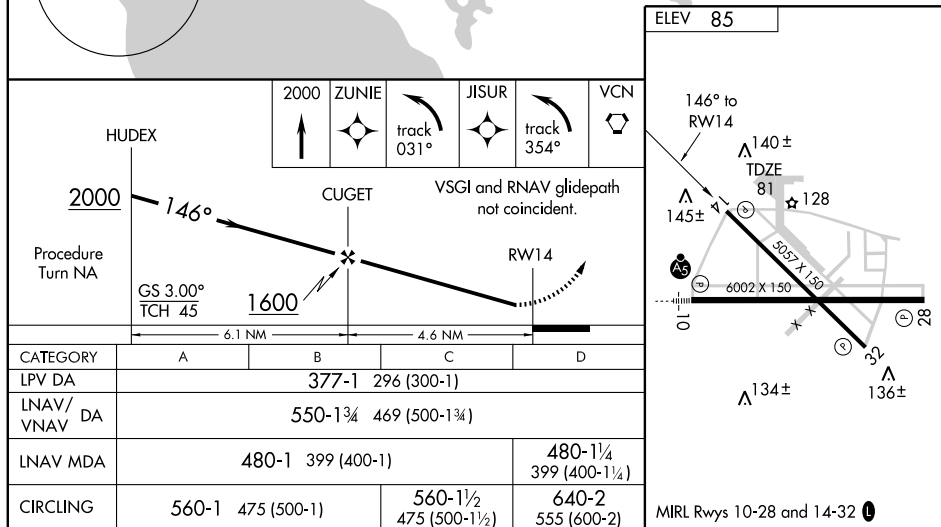
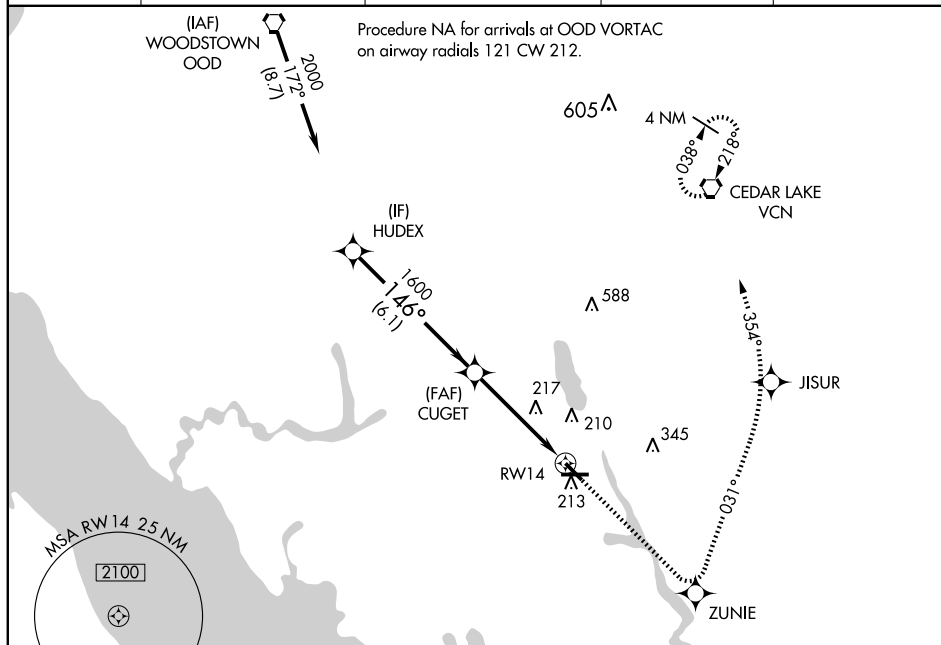
RNAV (GPS) RWY 14

MILLVILLE MUNI (MIV)

▼ When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE
and left turn via 031° track to JISUR and left turn
354° track to VCN VORTAC and hold.

ASOS 128.125	ATLANTIC CITY APP CON 124.6 327.125	MILLVILLE RADIO 123.65	UNICOM 123.0	CTAF 123.65
------------------------	---	----------------------------------	------------------------	-----------------------



WAAS Ch 86900 W32A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5057 82 85
--	------------------------	-----------------------------	---------------------------------------

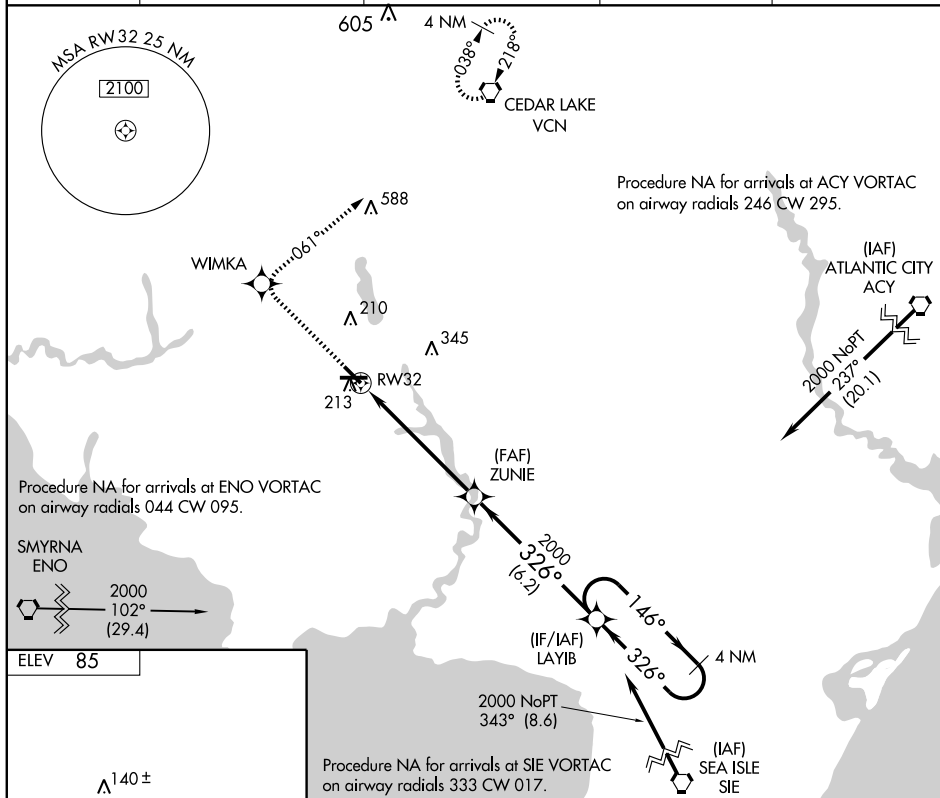
RNAV (GPS) RWY 32

MILLVILLE MUNI (MIV)

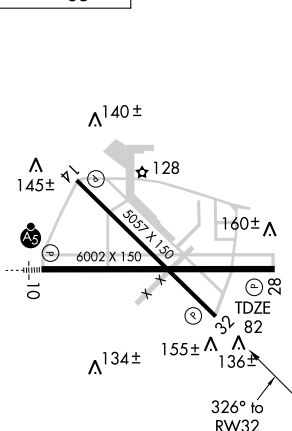
Procedure NA at night. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -1.5°C (5°F) or above 49°F (120°F).

MISSED APPROACH: Climb to 2000 direct WIMKA
and right turn via 061° track to VCN VORTAC and hold.

ASOS 128.125	ATLANTIC CITY APP CON 124.6 327.125	MILLVILLE RADIO 123.65	UNICOM 123.0	CTAF 123.65
------------------------	---	----------------------------------	------------------------	-----------------------



ELEV 85



2000	WIMKA	VCN	ZUNIE	LAYIB	4 NM Holding Pattern
↑	✱	track 061°	✱	✱	
RW32	326°	326°	2000	146°	2000
				GS 3.00°	TCH 60
				VSGI and RNAV glidepath not coincident.	
	5.7 NM	6.2 NM			
CATEGORY	A	B	C	D	
LPV DA		381-1	299 (300-1)		
LNAV/VNAV DA		415-1	333 (400-1)		
LNAV MDA		420-1	338 (400-1)		
CIRCLING	480-1 395 (400-1)	540-1 455 (500-1)	560-1 ½ 475 (500-1½)	640-2 555 (600-2)	

MILLVILLE, NEW JERSEY
Orig 10210

39°22'N - 75°04'W

MILLVILLE MUNI (MIV)

RNAV (GPS) RWY 32

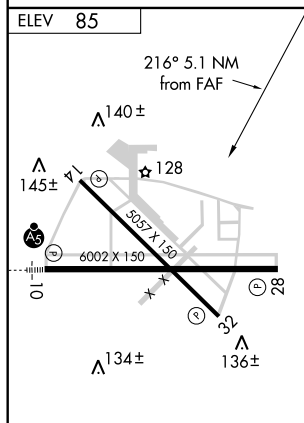
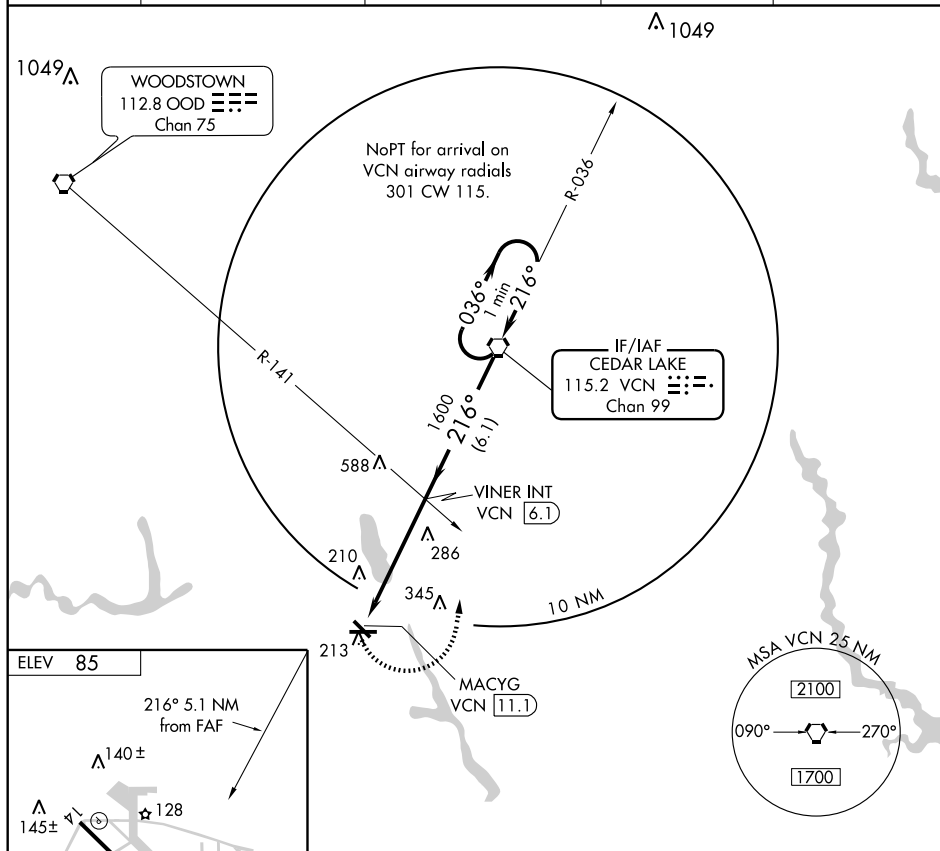
VORTAC VCN 115.2 Chan 99	APP CRS 216°	Rwy Idg TDZE Apt Elev N/A N/A 85
--	------------------------	--

VOR-A
MILLVILLE MUNI (MIV)


▼ If local altimeter setting not received, use Atlantic City
▲ Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000
direct VCN VORTAC and hold.

ASOS 128.125	ATLANTIC CITY APP CON 124.6 327.125	MILLVILLE RADIO 123.65	UNICOM 123.0	CTAF 123.65
------------------------	---	----------------------------------	------------------------	-----------------------



FAF to MAP 5.1 NM				
Knots	60	90	120	150
Min:Sec	5:06	3:24	2:33	2:02

<div>2000</div> <div>VCN</div> <div></div> <div>115.2</div>		<div>VINER INT</div> <div>VCN</div> <div>6.1</div>		<div>VORTAC</div>		<div>One Minute</div> <div>Holding Pattern</div>	
<div>MACYG</div> <div>VCN</div> <div>11.1</div>		<div>1600</div>		<div>216°</div>		<div>036°</div> <div>2000</div>	
<div>5.1 NM</div>		<div>6.1 NM</div>		<div>← 216°</div>			
CATEGORY	A		B		C		D
CIRCLING	600-1		515 (600-1)		600-1½ 515 (600-1½)		640-2 555 (600-2)

AIRPORT DIAGRAM

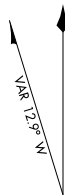
AL-931 (FAA)

MORRISTOWN MUNI (MMU)

MORRISTOWN, NEW JERSEY

ATIS
124.25
MORRISTOWN TOWER
118.1 353.9
GND CON
121.7
CLNC DEL
128.6

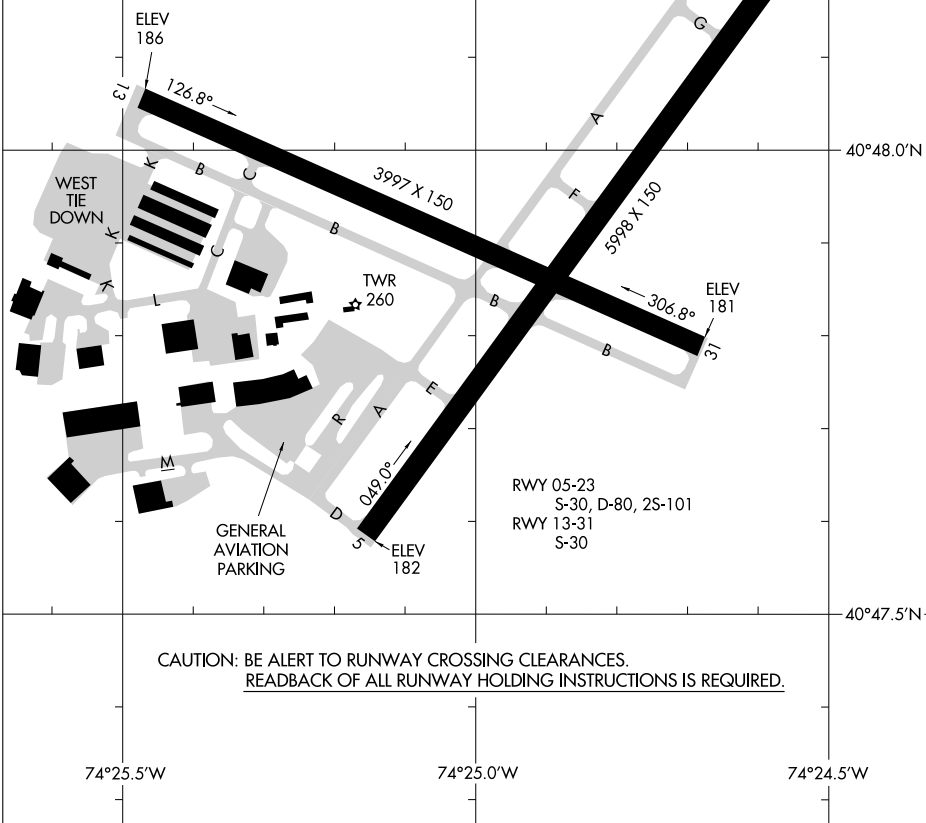
FIELD
ELEV
187



JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

MORRISTOWN MUNI (MMU) 3 E UTC-5(-4DT) N40°47.96' W74°24.89'
187 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

RWY 05-23: H5998X150 (ASPH-GRVD) S-30, D-80, 2S-101 HIRL

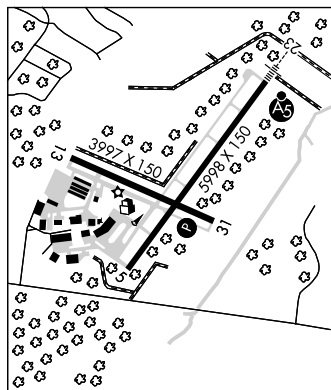
RWY 05: REIL. Trees. RWY 23: MALS. Tree.

RWY 13-31: H3997X150 (ASPH-GRVD) S-30 MIRL

RWY 13: Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47'. Trees.

AIRPORT REMARKS: Attended 1145-0330Z†. Birds and deer on and in/ovt arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05-23 exceeds 16 knots. Helicopter ops over residential areas blo 1000' MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 13-31, REIL Rwy 05 and 31, MALS. Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg—call 973-538-6400. Noise abatement procedures in effect, ctc noise abatement office 973-538-3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldfs. US customs avbl Mon-Fri 1300-2100Z†; between 2101-1259Z† and weekends call 973-267-0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973-538-6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973-455-1953. Ldg fee. Stage I departure fee 0400-1145Z†. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.



WEATHER DATA SOURCES: AWOS-3 (973) 290-0135. LAWRS.

COMMUNICATIONS: CTAF 118.1 ATIS 124.25

Ⓡ NEW YORK APP CON 127.6 Ⓡ NEW YORK DEP CON 119.2

TOWER 118.1 (1145-0330Z†) GND CON 121.7 CLNC DEL 128.6

AIRSPACE: CLASS D svc 1145-0330Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92' W74°03.74' 271° 16.3 NM to fld. 10/11W.

CHATHAM NDB (MHW) 254 CAT N40°44.46' W74°25.79' 022°3.6 NM to fld. NOTAM FILE MIV.

MOREE NDB (LOM) 392 MM N40°52.79' W74°20.07' 228° 6.1 NM to fld.

ILS 110.3 I-MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627' MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC-5(-4DT) N39°56.57' W74°50.74'

53 B S4 FUEL 100LL, JET A TPA—853(800) NOTAM FILE VAY

RWY 08-26: H3911X50 (ASPH) S-30 MIRL

RWY 08: PAPI(P2R)—GA 3.25° TCH 45'. Tree.

RWY 26: PAPI(P2R)—GA 3.0° TCH 40'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and in/ovt arpt.

Helicopter tkfs and ldfs restricted to Rwy 08-26 only. Balls marking p-lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08-26—123.3.

WEATHER DATA SOURCES: ASOS 119.325 (609) 267-1176.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ McGUIRE APP/DEP CON 124.15

GCO 121.725 (NEW YORK FSS)

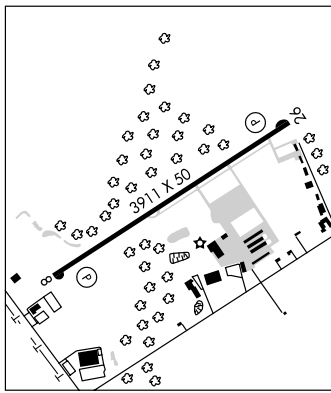
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 236° 22.4 NM to fld. 248/10W.

WASHINGTON

L-34G, A

IAP



LOC I-MMU	APP CRS	Rwy Idg	5998
<u>110.3</u>	227°	TDZE	184
		Apt Elev	187

ILS or LOC RWY 23

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM.
When control tower closed, use Newark altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

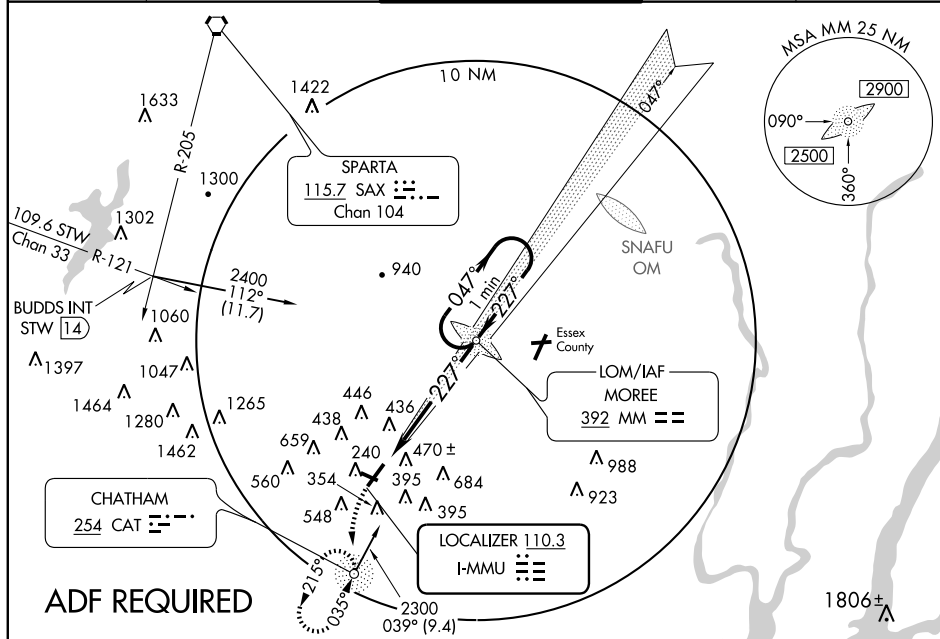
ATIS
124.25

NEW YORK APP CON
127.6 379.9

MORRISTOWN TOWER ★
118.1 (CTAF) 353.9

GND CON
121.7

CLNC DEL
128.6



ELEV	187
------	-----

GS unusable for coupled approach below 627' MSL.

LOM

One Minute Holding Pattern

2016

$$\frac{047^\circ \rightarrow}{007^\circ} 2300$$

← 227° =

2000 GS 3.00°
TCH 40

ICH 80

240 130

TVA/D[®]

259 \AA

200 / A

5

274 DEU, Duesen, E. and J. 1

REIL Rwy 3 and 31 **L**
HIBL Rwy 5 23 **L**

MIRL Rwy 13-31 0

MIKE Rwy 13-31

FAF to MAP 5.5 NM					
0.0	1.0	2.0	3.0	4.0	5.0

Knots	60	90	120	150	180
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Min:Sec	5:30	3:40	2:45	2:12	1:50
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MORRISTOWN, NEW JERSEY

Amdt 9B 10266

40°48'N - 74°25'W

MORRISTOWN MUNI (MMU)

ILS or LOC RWY 23

NE-2. 23 SEP 2010 to 21 OCT 2010

JAIKE TWO ARRIVAL (RNAV)

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

TETERBORO, NEW JERSEY

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

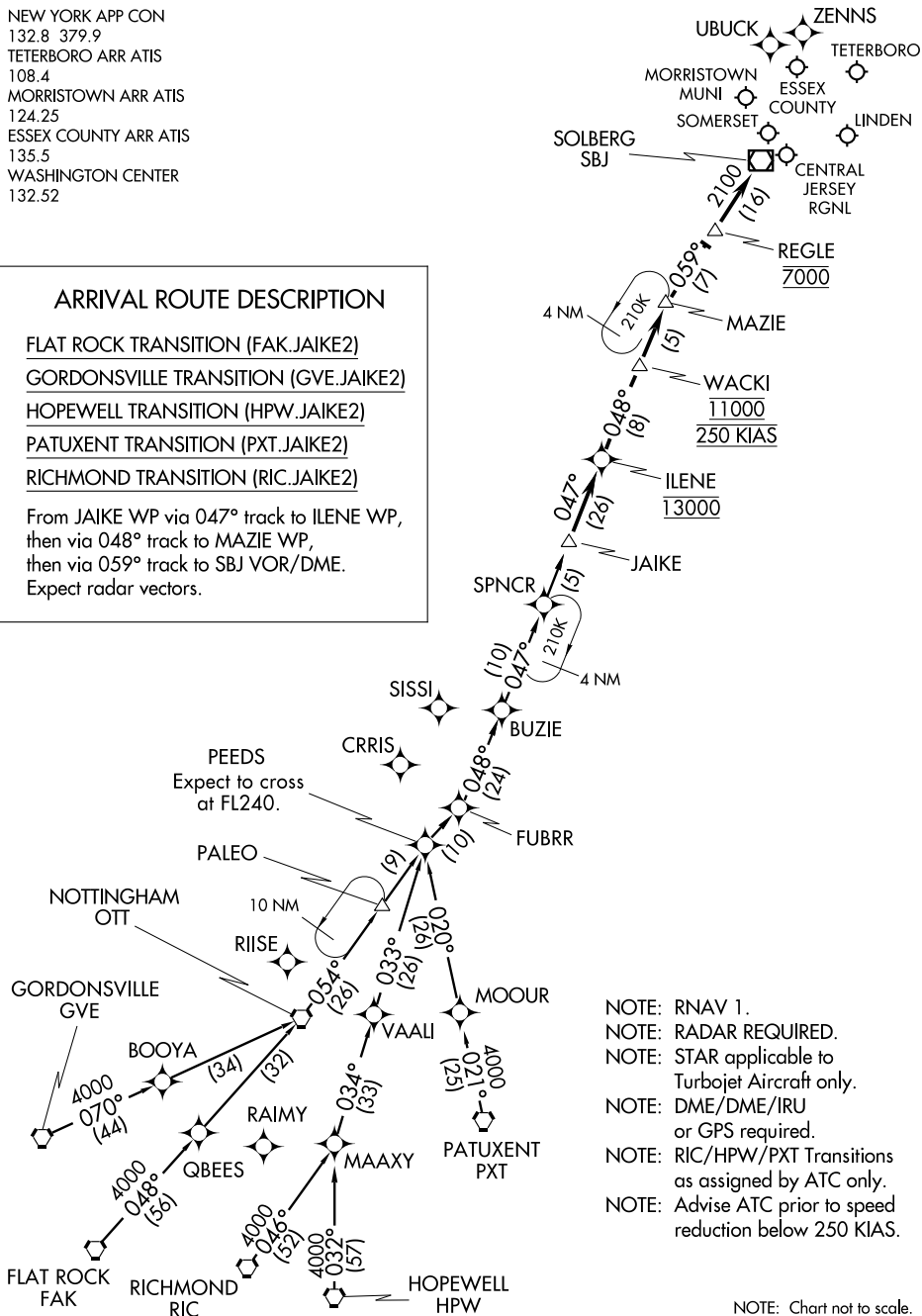
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to
Turbojet Aircraft only.
NOTE: DME/DME/IRU
or GPS required.
NOTE: RIC/HPW/PXT Transitions
as assigned by ATC only.
NOTE: Advise ATC prior to speed
reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)

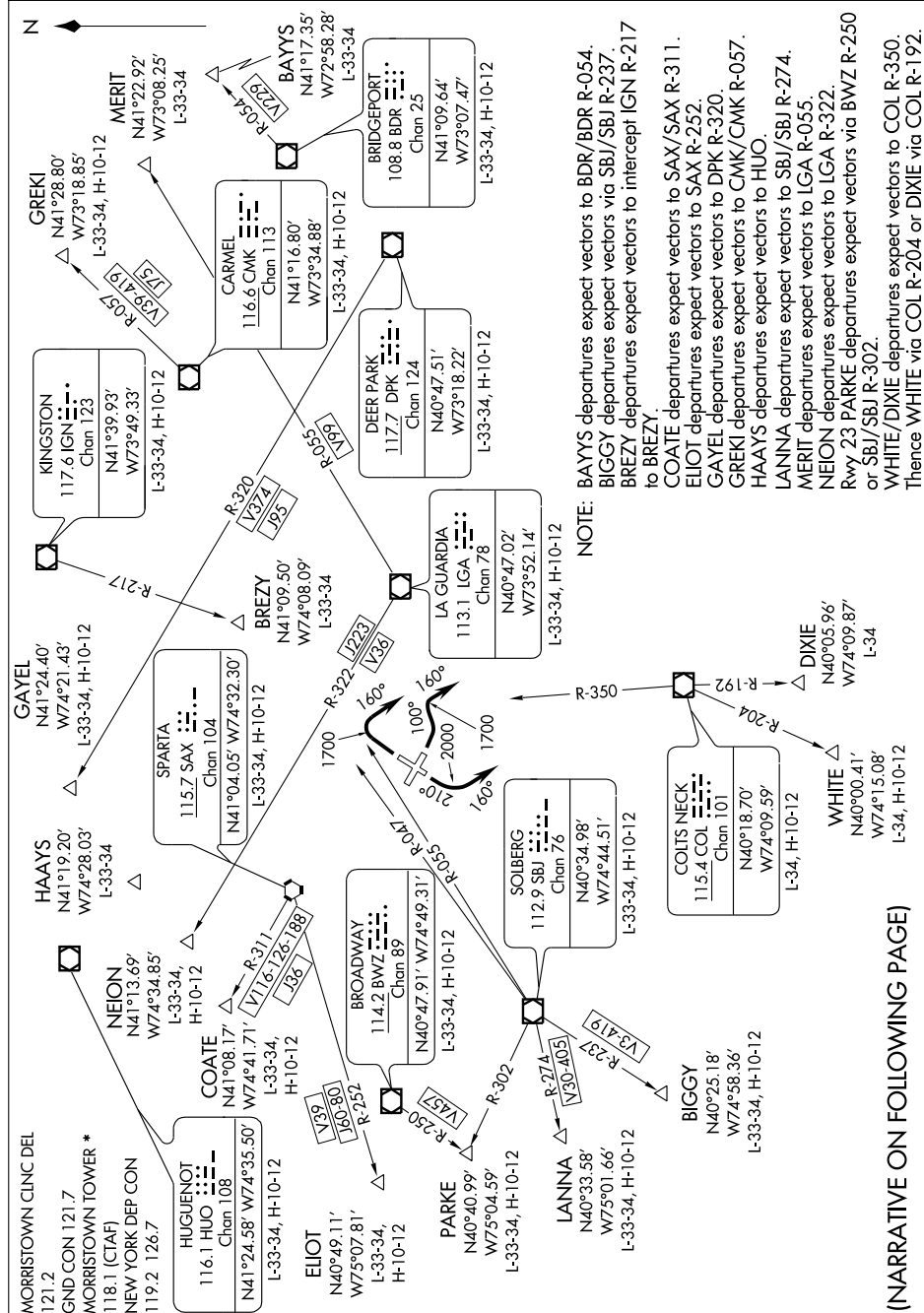
(JAIKE.JAIKE2) 10154

TETERBORO, NEW JERSEY

NE-2. 23 SEP 2010 to 21 OCT 2010

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2. 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

MORRISTOWN MUNI(MMU)
MORRISTOWN, NEW JERSEY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence

TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence

TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence

TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence

. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LOM MM 392	APP CRS 228°	Rwy Idg TDZE 184 Apt Elev 187	5998
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NDB or GPS RWY 23

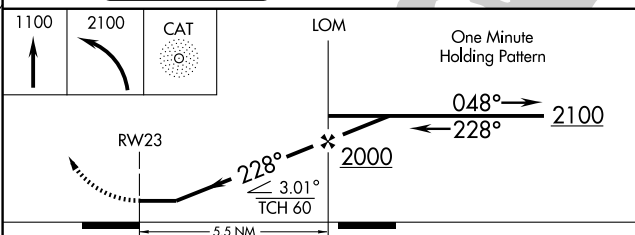
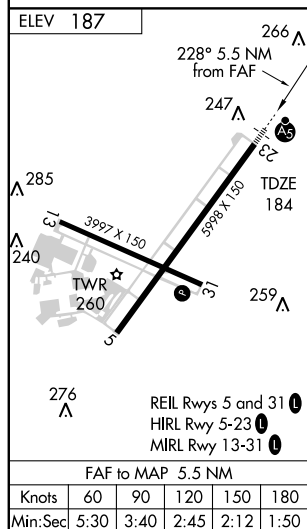
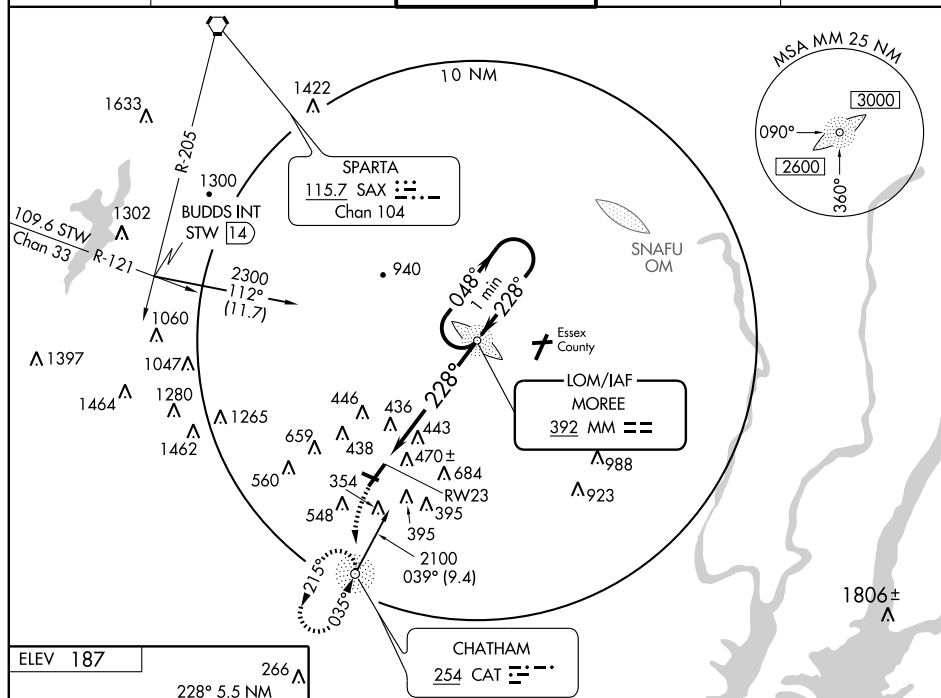
MORRISTOWN MUNI (MMU)

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.



MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

ATIS 124.25	NEW YORK APP CON 127.6 379.9	MORRISTOWN TOWER★ 118.1 0 (CTAF) 353.9	GND CON 121.7	CLNC DEL 128.6
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CATEGORY	A	B	C	D
S-23	860-1 676 (700-1)		860-1½ 676 (700-1½)	860-2 676 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-23	980-1 796 (800-1)		980-1¾ 796 (800-1¾)	980-2¼ 796 (800-2¼)
CIRCLING	980-1 793 (800-1)	980-1¼ 793 (800-1¼)	980-2¼ 793 (800-2¼)	1120-3 933 (1000-3)

NDB CAT	APP CRS	Rwy Idg	5998
<u>254</u>	020°	TDZE	184
		Apt Elev	187

NDB RWY 5
MORRISTOWN MUNI (MMU)

T When local altimeter setting not received,
A use Newark altimeter setting.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

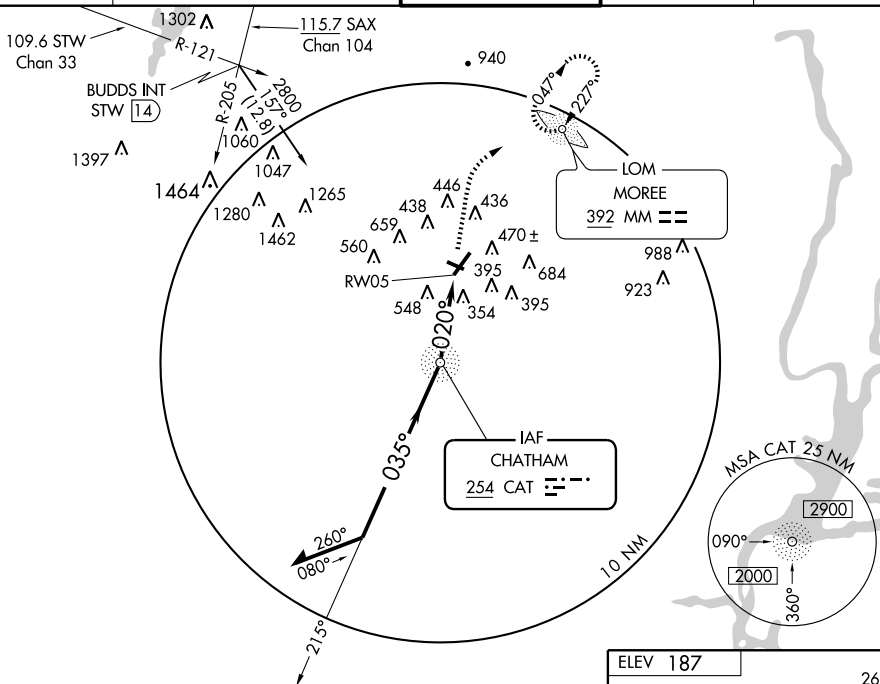
ATIS
124.25

NEW YORK APP CON
127.6 379.9




MORRISTOWN TOWER ★
118.1 (CTAF) 353.9

GND CON
121.7

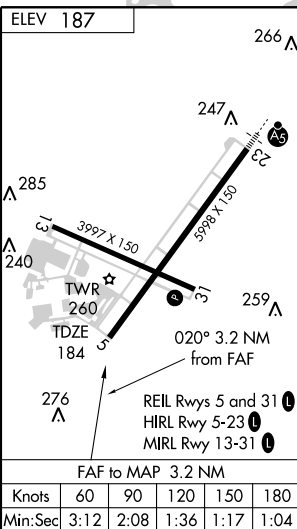
CLNC DEL
128.6



Remain
within 10 NM

1000 	2300 	MM 
---	---	---

CATEGORY	A	B	C	D
S-5	860-1	676 (700-1)	860-2 676 (700-2)	860-2 ¼ 676 (700-2 ¼)
CIRCLING	860-1	673 (700-1)	860-2 673 (700-2)	1000-2 ¾ 813 (900-2 ¾)
NEWARK ALTITUDE SETTING MINIMUMS				
S-5	920-1	736 (800-1)	920-2 736 (800-2)	920-2 ¼ 736 (800-2 ¼)
CIRCLING	920-1	733 (800-1)	920-2 733 (800-2)	1040-2 ¾ 853 (900-2 ¾)



MORRISTOWN, NEW JERSEY
Amdt 11A 10266

40°48'N - 74°25'W

MORRISTOWN MUNI (MMU)
NDB RWY 5

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS
047°

Rwy Idg **5998**
TDZE **184**
Apt Elev **187**

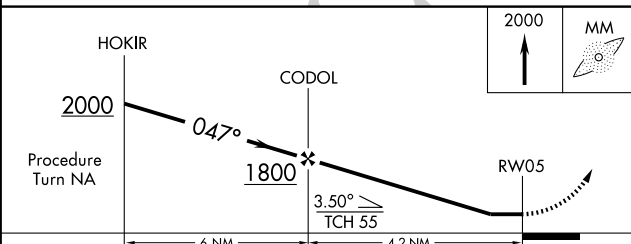
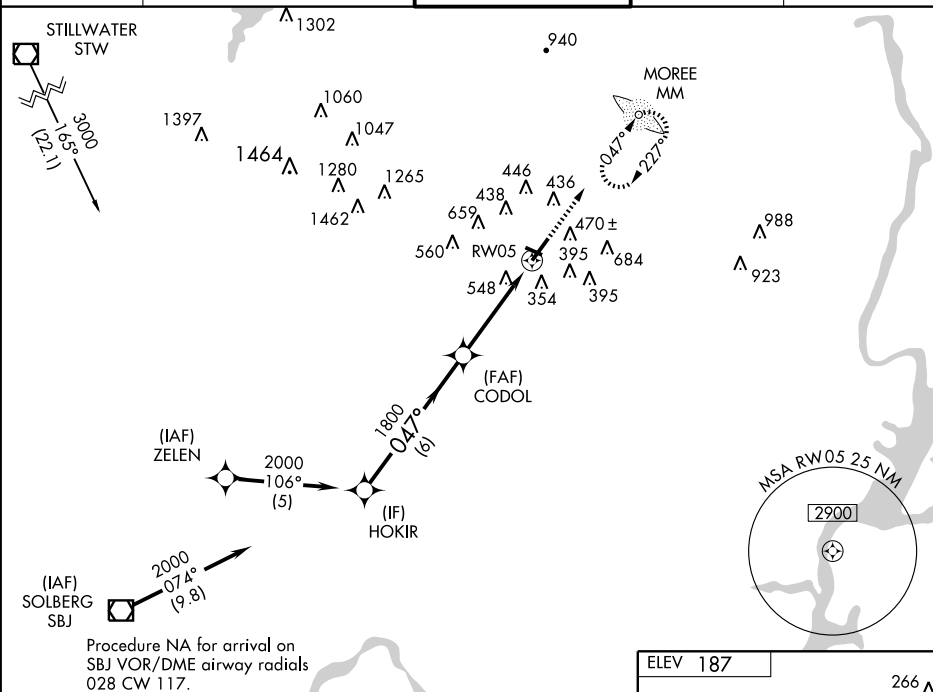
RNAV (GPS) RWY 5

MORRISTOWN MUNI (MMU)

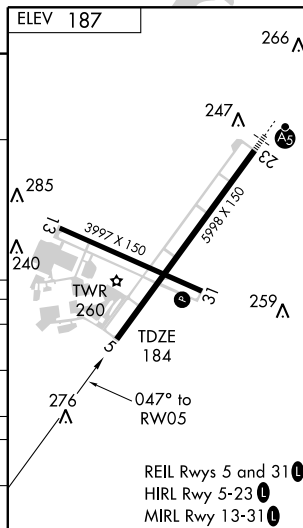
▽ DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting.
▲ NA Visibility reduction by helicopters NA.

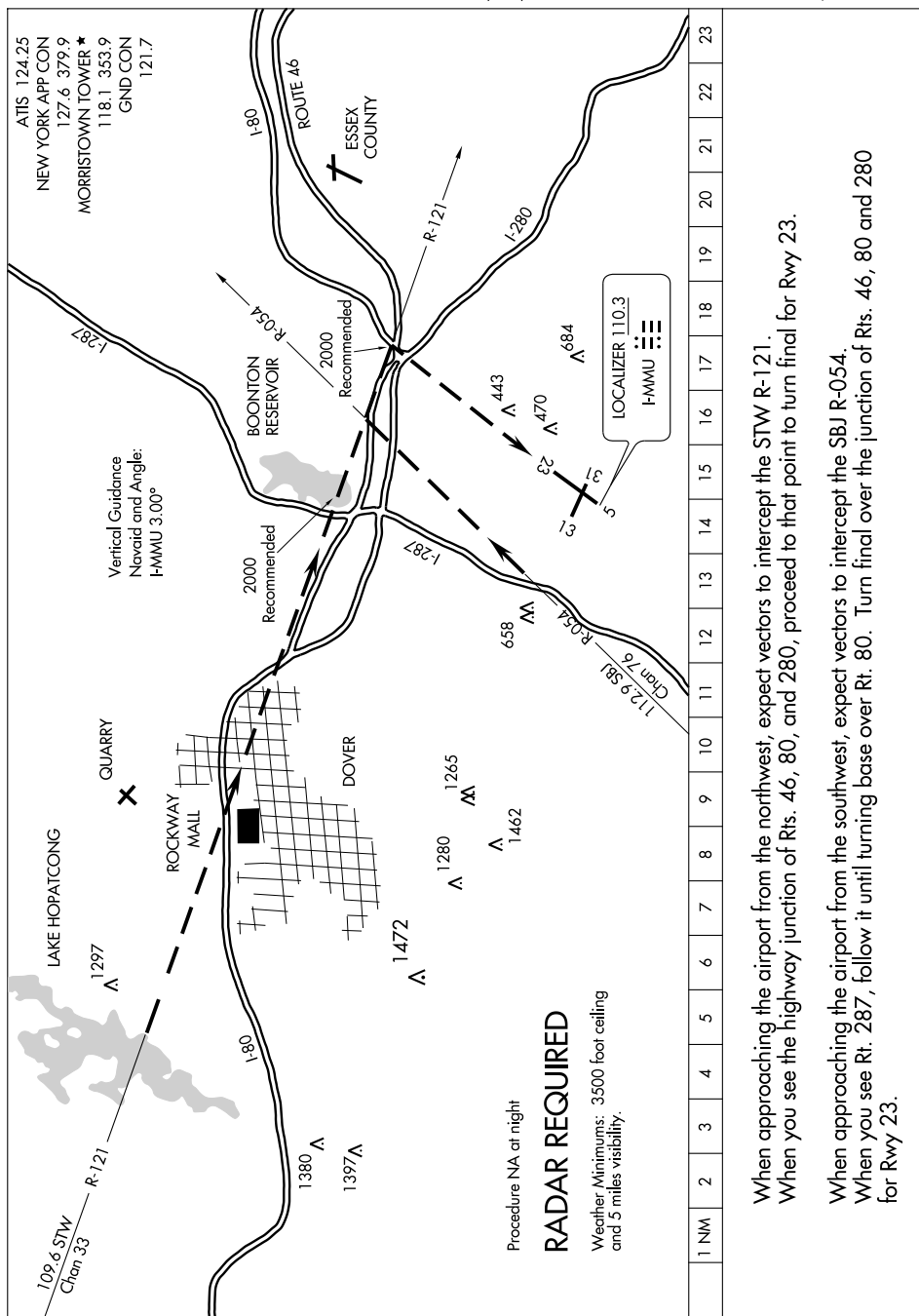
MISSED APPROACH: Climb to 2000 direct MOREE and hold.

ATIS 124.25	NEW YORK APP CON 127.6 379.9	MORRISTOWN TOWER★ 118.1 (CTAF) 353.9	GND CON 121.7	CLNC DEL 128.6
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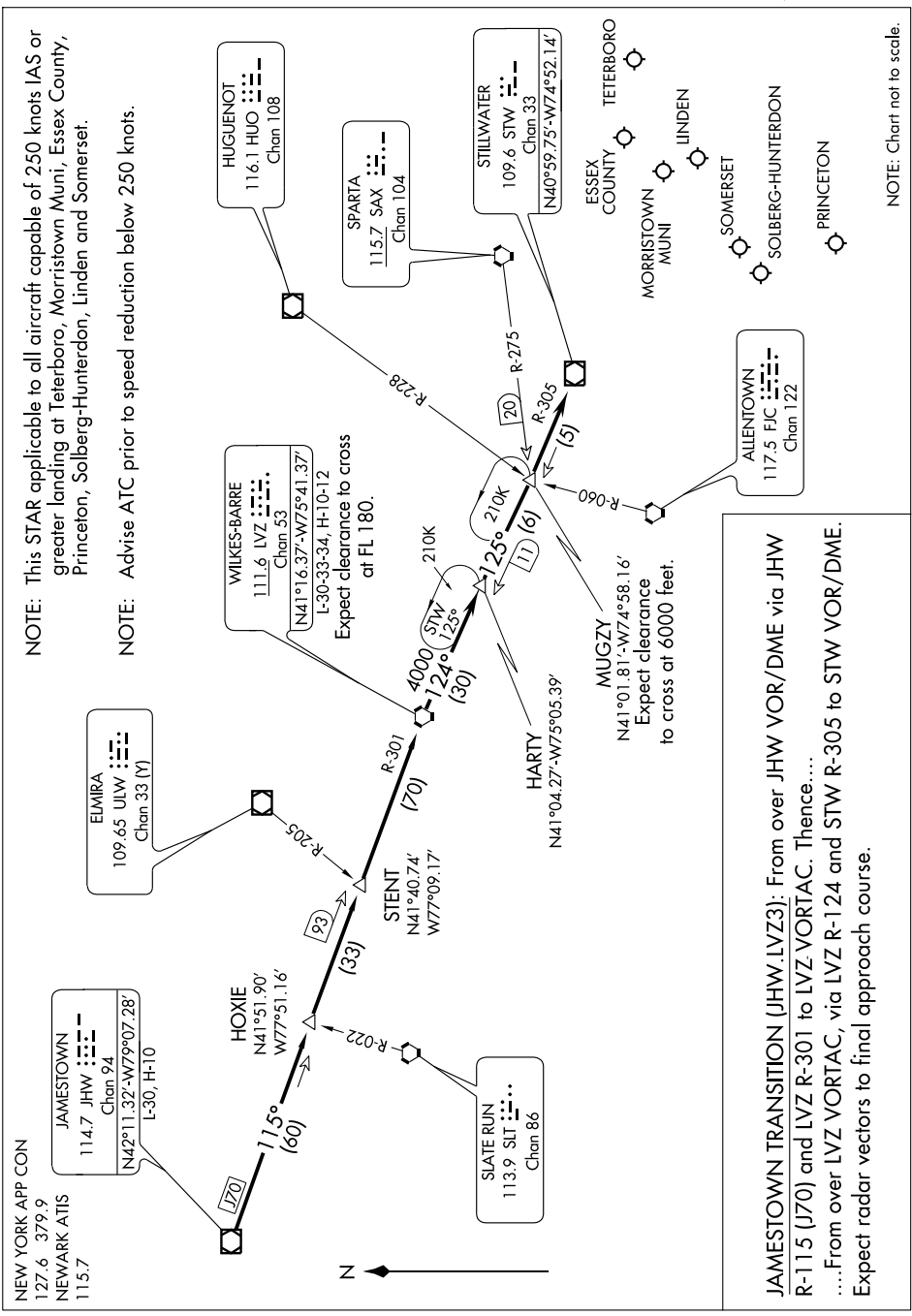
CATEGORY	A	B	C	D
RNAV MDA	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
RNAV MDA	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)





NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



MORRISTOWN MUNI (MMU) 3 E UTC-5(-4DT) N40°47.96' W74°24.89'
187 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

RWY 05-23: H5998X150 (ASPH-GRVD) S-30, D-80, 2S-101 HIRL

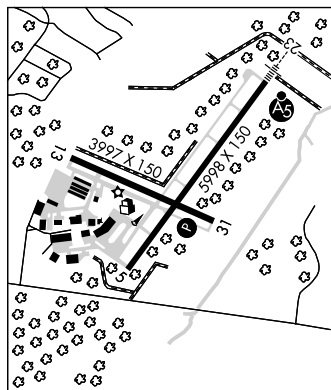
RWY 05: REIL. Trees. RWY 23: MALS. Tree.

RWY 13-31: H3997X150 (ASPH-GRVD) S-30 MIRL

RWY 13: Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47'. Trees.

AIRPORT REMARKS: Attended 1145-0330Z†. Birds and deer on and in/ovt arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05-23 exceeds 16 knots. Helicopter ops over residential areas blo 1000' MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05-23, MIRL Rwy 13-31, REIL Rwy 05 and 31, MALS. Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg—call 973-538-6400. Noise abatement procedures in effect, ctc noise abatement office 973-538-3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go lds. US customs avbl Mon-Fri 1300-2100Z†; between 2101-1259Z† and weekends call 973-267-0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973-538-6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973-455-1953. Ldg fee. Stage I departure fee 0400-1145Z†. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.



WEATHER DATA SOURCES: AWOS-3 (973) 290-0135. LAWRS.

COMMUNICATIONS: CTAF 118.1 ATIS 124.25

Ⓡ NEW YORK APP CON 127.6 Ⓡ NEW YORK DEP CON 119.2

TOWER 118.1 (1145-0330Z†) GND CON 121.7 CLNC DEL 128.6

AIRSPACE: CLASS D svc 1145-0330Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92' W74°03.74' 271° 16.3 NM to fld. 10/11W.

CHATHAM NDB (MHW) 254 CAT N40°44.46' W74°25.79' 022°3.6 NM to fld. NOTAM FILE MIV.

MOREE NDB (LOM) 392 MM N40°52.79' W74°20.07' 228° 6.1 NM to fld.

ILS 110.3 I-MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627' MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC-5(-4DT) N39°56.57' W74°50.74'

53 B S4 FUEL 100LL, JET A TPA—853(800) NOTAM FILE VAY

RWY 08-26: H3911X50 (ASPH) S-30 MIRL

RWY 08: PAPI(P2R)—GA 3.25° TCH 45'. Tree.

RWY 26: PAPI(P2R)—GA 3.0° TCH 40'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2300Z†. Deer on and in/ovt arpt.

Helicopter tkfs and lds restricted to Rwy 08-26 only. Balls marking p-lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08-26—123.3.

WEATHER DATA SOURCES: ASOS 119.325 (609) 267-1176.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ McGUIRE APP/DEP CON 124.15

GCO 121.725 (NEW YORK FSS)

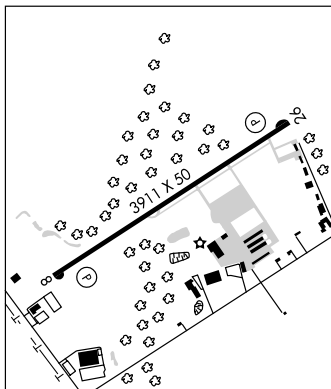
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 236° 22.4 NM to fld. 248/10W.

WASHINGTON

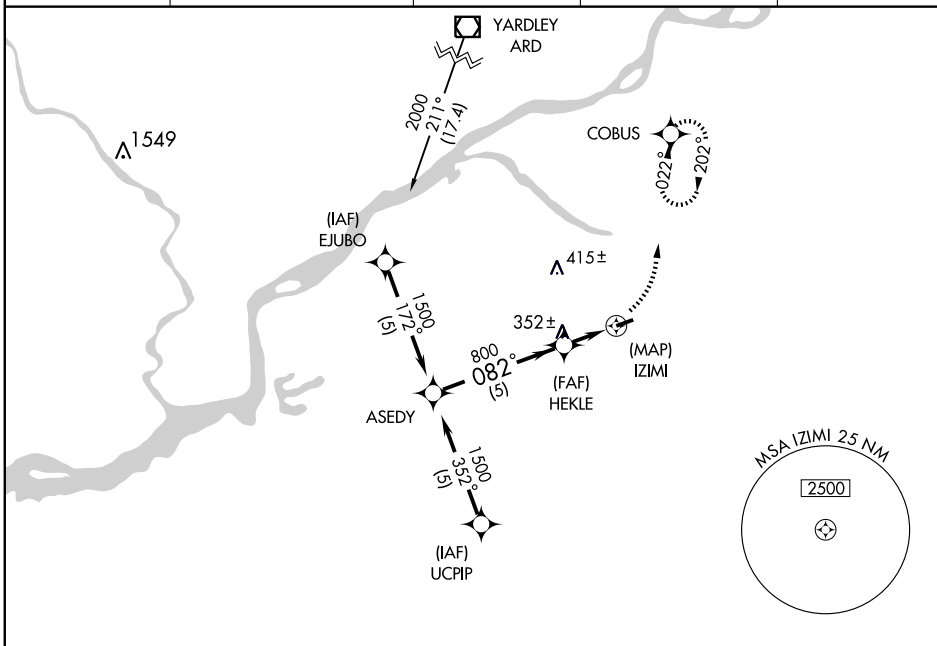
L-34G, A

IAP



APP CRS
082°Rwy Idg **3911**
TDZE **50**
Apt Elev **53****GPS RWY 8**

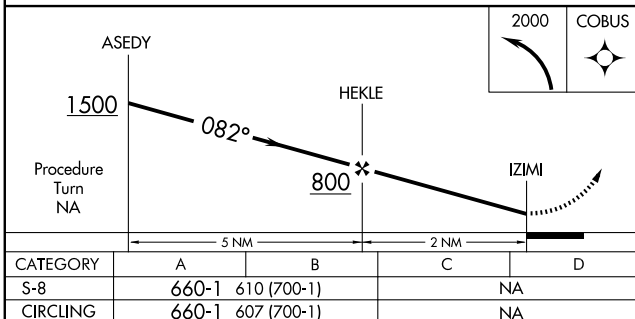
MT HOLLY/SOUTH JERSEY RGNL (VAY)

MISSED APPROACH: Climbing left turn to 2000
direct COBUS W/P and hold.ASOS
119.325MC GUIRE APP CON
124.15 363.8GCO
121.725UNICOM
122.8 (CTAF)**123.3 0**

2000
067°
(19.5)

WOODSTOWN
OOD

ELEV 53



ELEV 53

TDZE 50

082° to IZIMI

3911 X 50

79±

MIRL Rwy 8-26 0

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON

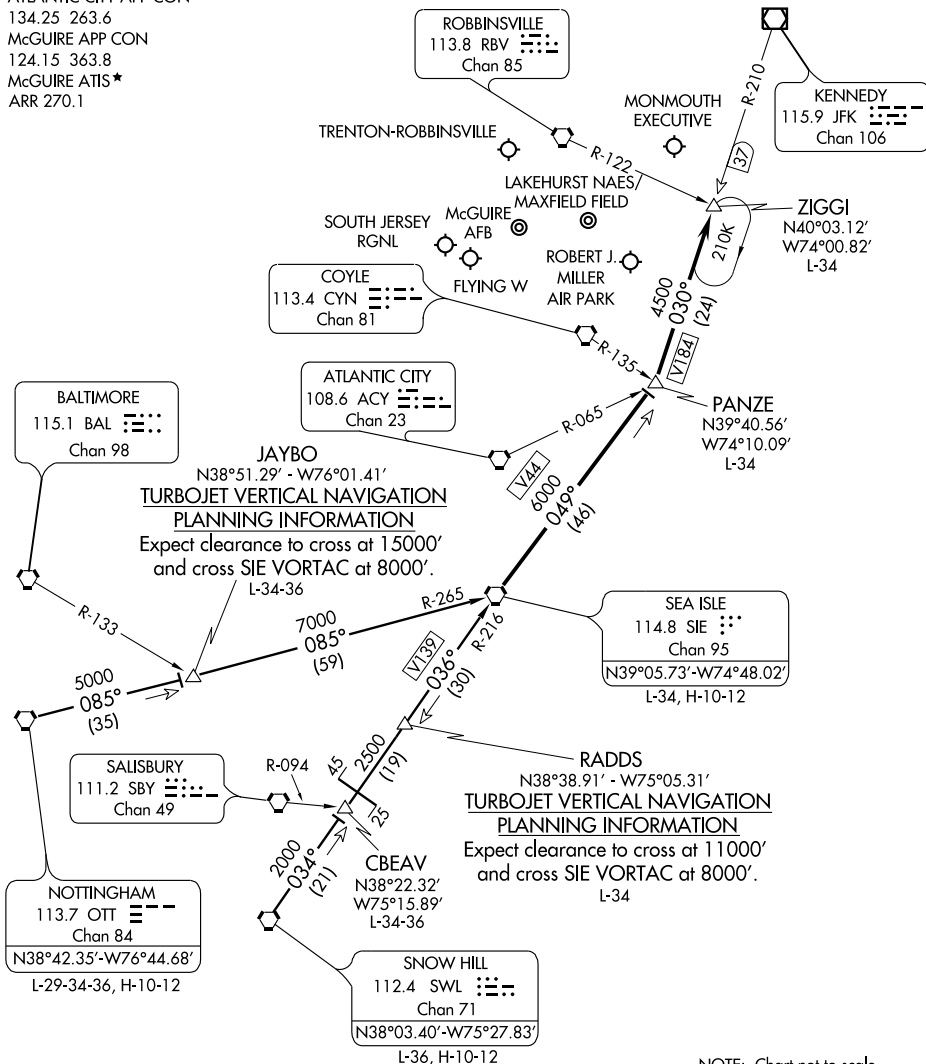
134.25 263.6

McGUIRE APP CON

124.15 363.8

McGUIRE ATIS*

ARR 270.1



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . .

. . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV 113.8 Chan 85	APP CRS 236°	Rwy Idg 3911 TDZE 53 Apt Elev 53
--	------------------------	---

VOR or GPS RWY 26

MT HOLLY/SOUTH JERSEY RGNL (VAY)



MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

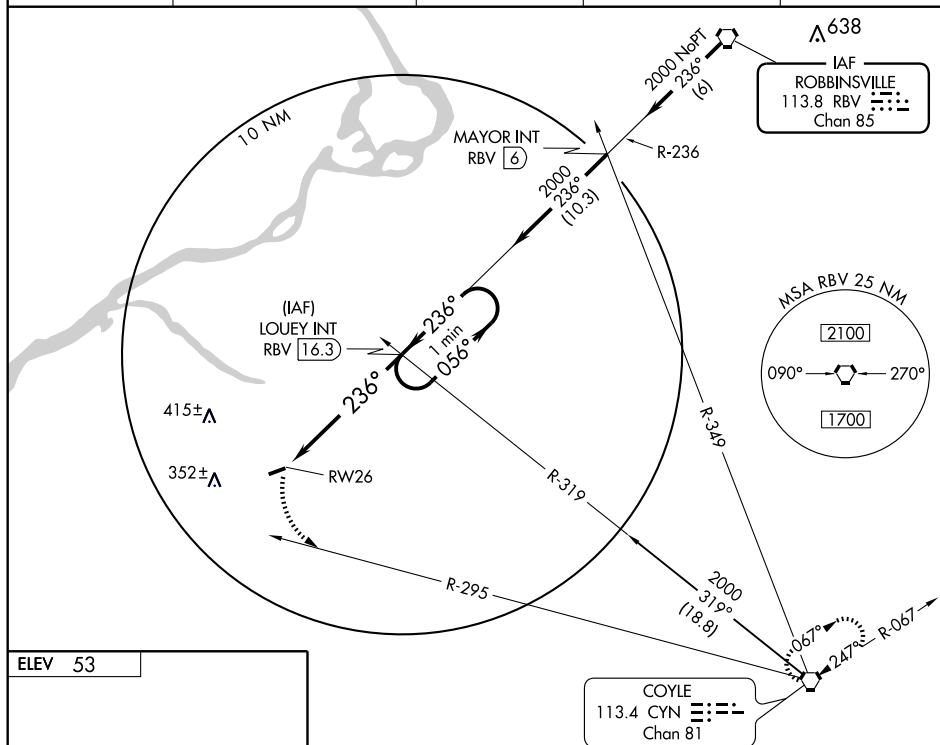
ASOS
119.325

MC GUIRE APP CON
124.15 363.8

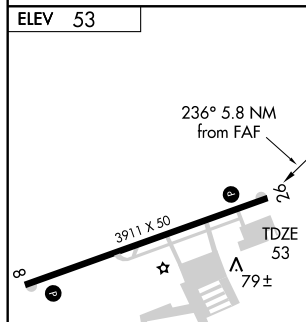
GCO
121.725

UNICOM
122.8 (CTAF)

123.3 0

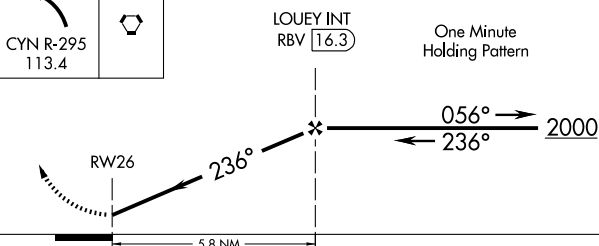


ELEV 53



2000 CYN

CYN R-295 113.4



MIRL Rwy 8-26 0

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-26	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	
CIRCLING	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	

MT HOLLY, NEW JERSEY

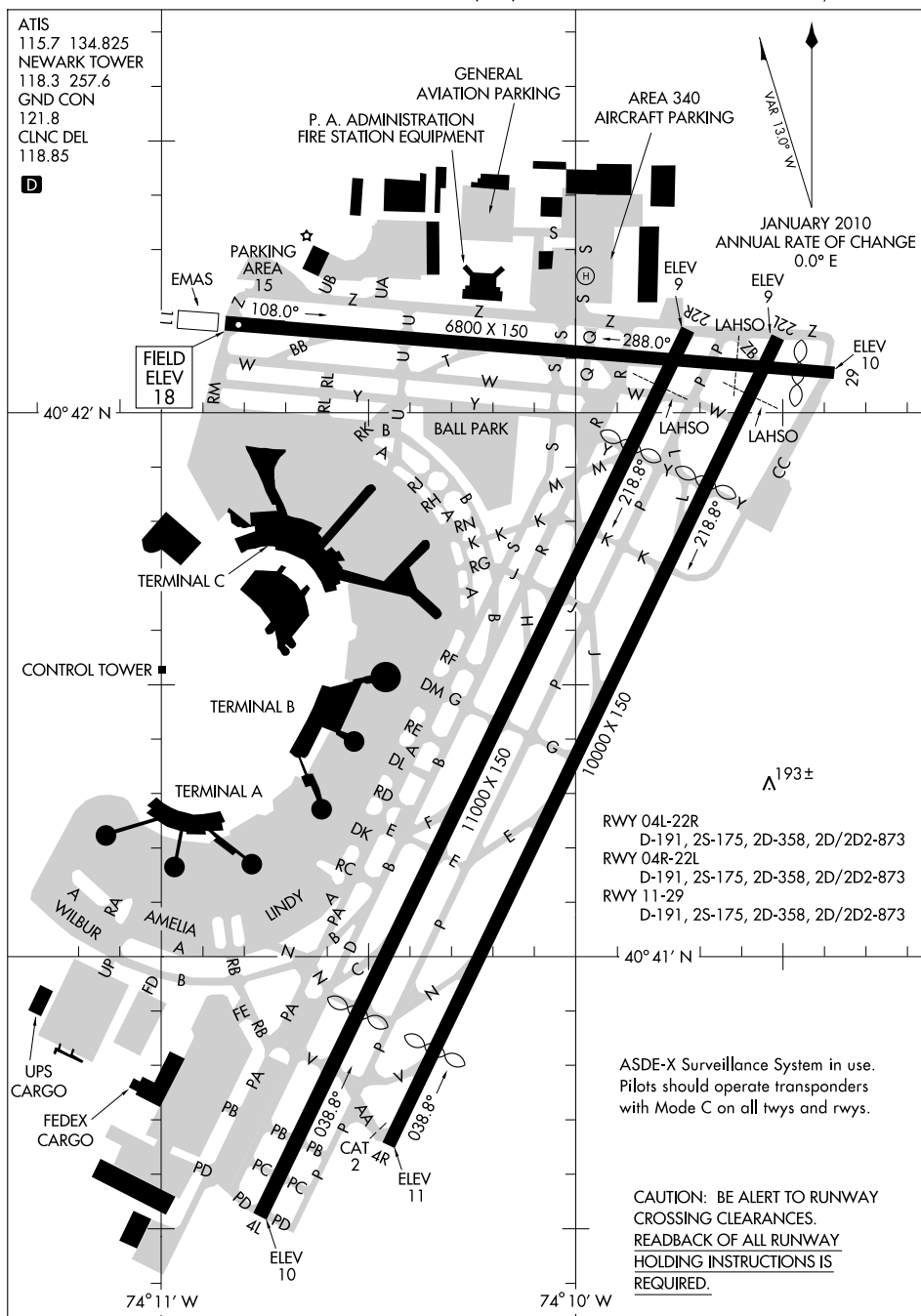
Amdt 2A 09155

39°57'N-74°51'W

MT HOLLY/SOUTH JERSEY RGNL (VAY)

VOR or GPS RWY 26

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2. 23 SEP 2010 to 21 OCT 2010

NAADA N39°29.89' W74°40.35' NOTAM FILE ACY.

NDB 336 PV 129° 5.1 NM to Atlantic City Intl.

WASHINGTON

L-34G

NEWARK LIBERTY INTL (EWR) 3 S UTC-5(-4DT) N40°41.55' W74°10.12'

NEW YORK

18 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index E NOTAM FILE EWR

COPTER

RWY 04L-22R: H11000X150 (ASPH-CONC-GRVD) D-191, 2S-175, 2D-358,

H-101, 121, L-33A, 34H

2D/2D2-873 HIRL CL

IAP, AD

RWY 04L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. Thld dsplcd 2540'. Tree.

RWY 22R: MALSR. REIL. TDZL. PAPI(P4L)—GA 3.0° TCH 65'. Thld dsplcd 1440'. Pole.

RWY 04R-22L: H10000X150 (ASPH-GRVD) D-191, 2S-175, 2D-358, 2D/2D2-873 HIRL CL

RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72'. Thld dsplcd 1190'. Pole.

RWY 22L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 61'. Thld dsplcd 1793'. Pole.

RWY 11-29: H6800X150 (ASPH-GRVD) D-191, 2S-175, 2D-358, 2D/2D2-873 HIRL CL

RWY 11: TDZL. REIL. VASI(V4L)—GA 3.08° TCH 53'. Antenna.

RWY 29: TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 60'. Thld dsplcd 298' Building.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04L	11-29	7750
RWY 04R	11-29	8100
RWY 11	04R-22L	5700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-11000 TODA-11000 ASDA-11000 LDA-8460

RWY 04R: TORA-10000 TODA-10000 ASDA-10000 LDA-8810

RWY 11: TORA-6800 TODA-6800 ASDA-6800 LDA-6800

RWY 22L: TORA-10000 TODA-10000 ASDA-10000 LDA-8206

RWY 22R: TORA-11000 TODA-11000 ASDA-11000 LDA-9560

RWY 29: TORA-6800 TODA-6800 ASDA-6800 LDA-6502

ARRESTING GEAR/SYSTEM

RWY 29: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. Flocks of birds on and in/ov airport. Rwy 04L-22R south 1800' conc, north 1000' conc, center 8200' asph. ASDE-X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Rwy 04L and Rwy 04R departures use upper antenna for ATC communications. For noise restrictions call 212-435-3779 during normal business hours. Twy Z between Twy U and UB restricted to narrow body acft indef. PAPI Rwy 04L P4L unusable 5° left of centerline. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness, Continuous Power Facilities and Intersecting Runway Operations.

WEATHER DATA SOURCES: LLWAS. TDWR.

COMMUNICATIONS: D-ATIS ARR 115.7 D-ATIS SOUTH ARR 134.825 (973) 824-4417. **UNICOM** 122.95

Ⓡ **NEW YORK APP CON** 132.8 (241°-269°) 128.55 (090°-240°) 127.6 (270°-330°) 132.7 (331°-089°)

TOWER 118.3 134.05 **GND CON** 121.8 126.15 **CLNC DEL** 118.85 **PRE-TAXI CLNC** 118.85 **GATE HOLD** 132.45

Ⓡ **NEW YORK DEP CON** 119.2

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

TETERBORO (T) VORW/DME 108.4 **TEB** Chan 21 N40°50.92' W74°03.74' 218° 10.5 NM to fld. 10/11W.

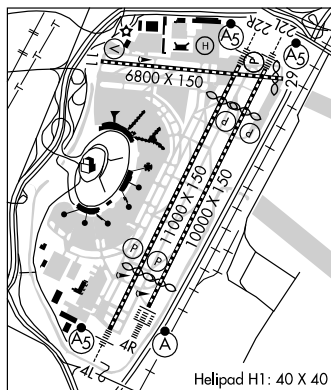
ILS/DME 108.7 I-LSQ Chan 24 Rwy 22L.

ILS/DME 110.75 I-JNN Chan 44(Y) Rwy 22R. ILS unusable byd 25° left of course. DME shared with ILS Rwy 04L.

ILS/DME 110.75 I-EWR Chan 44(Y) Rwy 04L. Class IB. DME shared with ILS Rwy 22R.

ILS/DME 108.7 I-EZA Chan 24 Rwy 04R. Class IIIE. DME unusable byd 15 NM.

ILS/DME 109.15 I-GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5° rgt and left side of course and 0.7 NM (300 ft MSL) inbound.



Helipad H1: 40 X 40

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: Helipad H1 located on Twy S. Helipad H1 perimeter lights.

LOC/DME I-LSQ	APP CRS	Rwy ldg 8206
<u>108.7</u>	219°	TDZE 11
Chan 24		Apt Elev 18

COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

A NA



MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

NEWARK ATIS
115.7 134.825

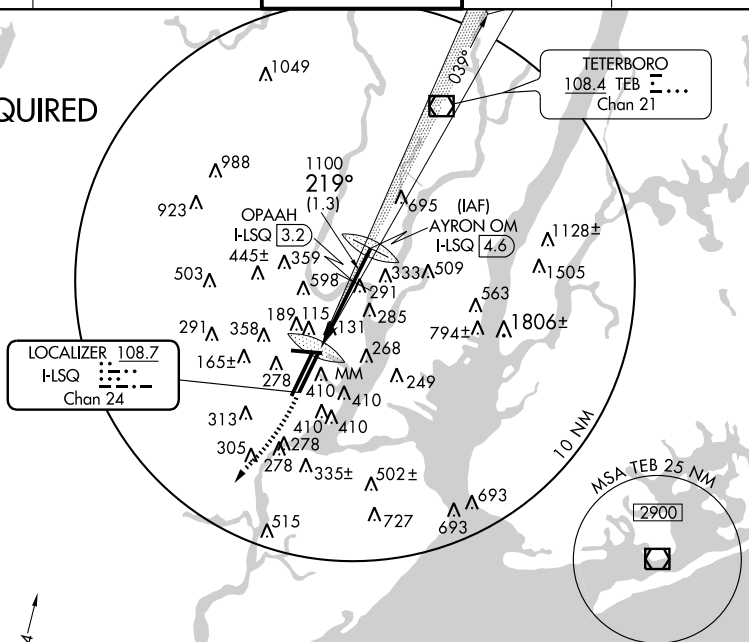
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

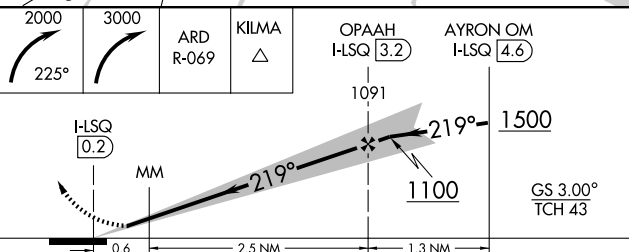
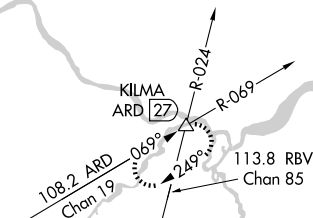
CLNC DEL
118.85

RADAR REQUIRED

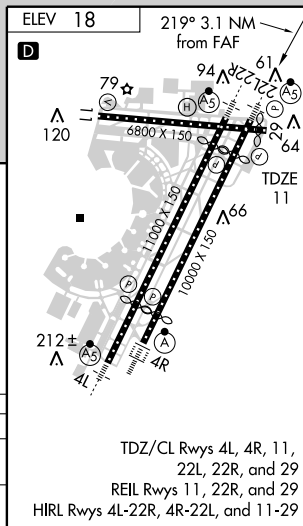


NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200- $\frac{1}{4}$)	NA		
H-LOC 22L	560/12 549 (600- $\frac{1}{4}$)	NA		



NEWARK, NEW JERSEY
Orig-A 10042

40°42'N - 74°10'W

NEWARK LIBERTY INTL (EWR)

COPTER ILS/DME RWY 22L

LOC/DME I-EWR <u>110.75</u> Chan 44 (Y)	APP CRS 039°	Rwy Idg 8457 TDZE 11 Apt Elev 18
--	------------------------	---

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

ANA



MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS
115.7 134.825

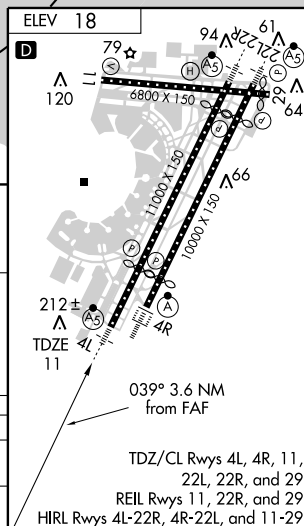
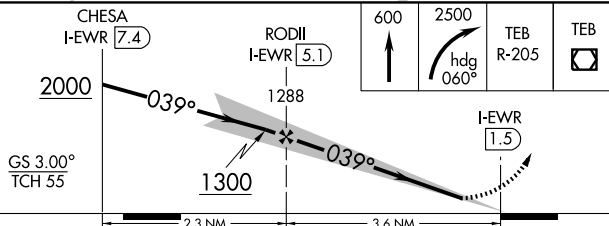
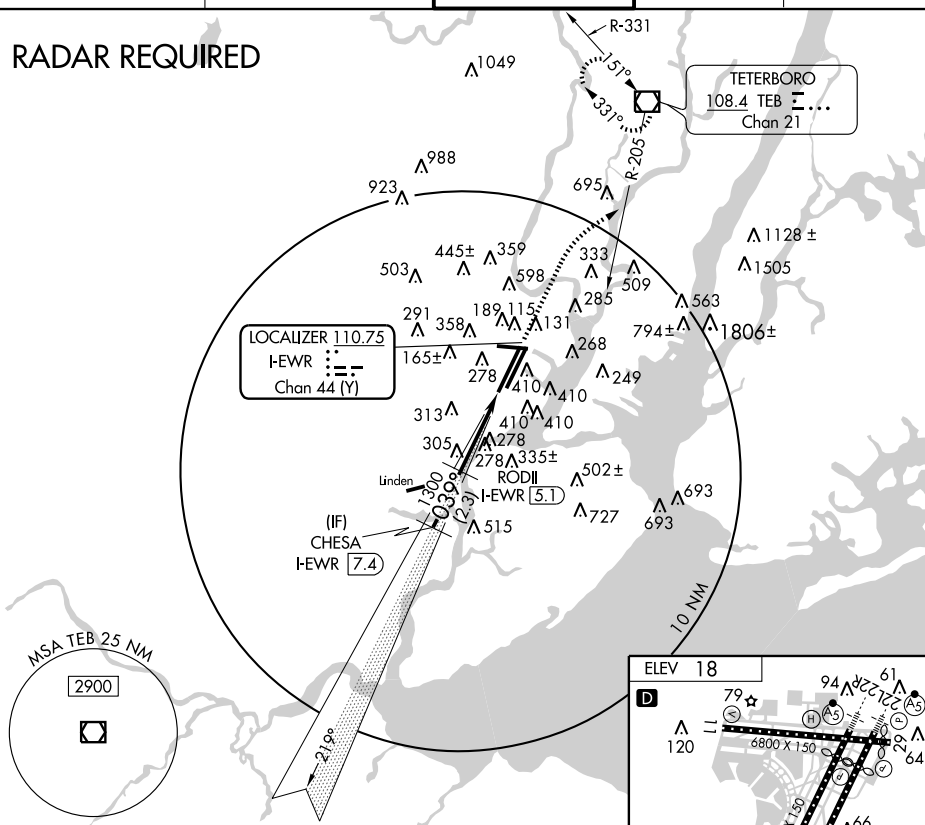
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85

RADAR REQUIRED



CATEGORY	COPTER	CRAFT		D
		B	C	
H-ILS 4L	211/12 200 (200-¼)	NA		
H-LOC 4L	560/12 549 (600-¼)	NA		

NEWARK, NEW JERSEY
Amdt 1C 10042

40°42'N - 74°10'W

NEWARK LIBERTY INTL (EWR)

COPTER ILS or LOC/DME RWY 4L

DYLIN FOUR ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010

NEWARK ATIS
115.7 134.82
WASHINGTON
132.53
NEW YORK APP
128.55 379.9

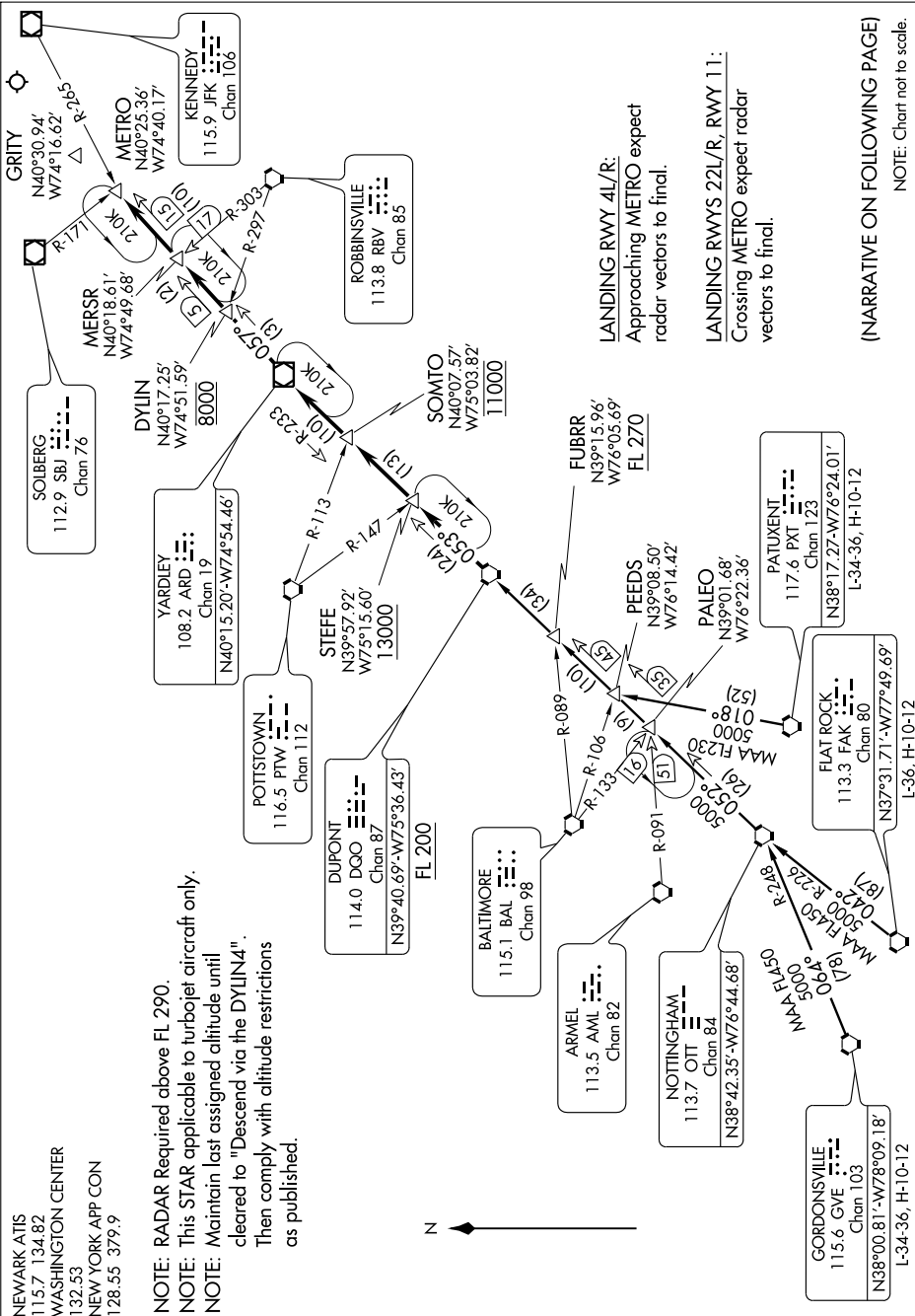
NOTE: RADAR Required above FL 290.

NOTE: This STAR applicable to turbojet aircraft only.

NOTE: Maintain last assigned altitude until

cleared to "Descend via the DYLIN4".

Then comply with altitude restrictions as published.



LANDING RWY 4L/R:
Approaching METRO expect
radar vectors to final.

LANDING RWYS 22L/R, RWY 11:
Crossing METRO expect radar
vectors to final.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2. 23 SEP 2010 to 21 OCT 2010

DYLIN FOUR ARRIVAL

(DQO.DYLIN4) 08101

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.

Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.

Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS

115.7 134.82

BOSTON CENTER

126.47 388.8

134.3 256.9

NEW YORK APP CON

120.15 379.9

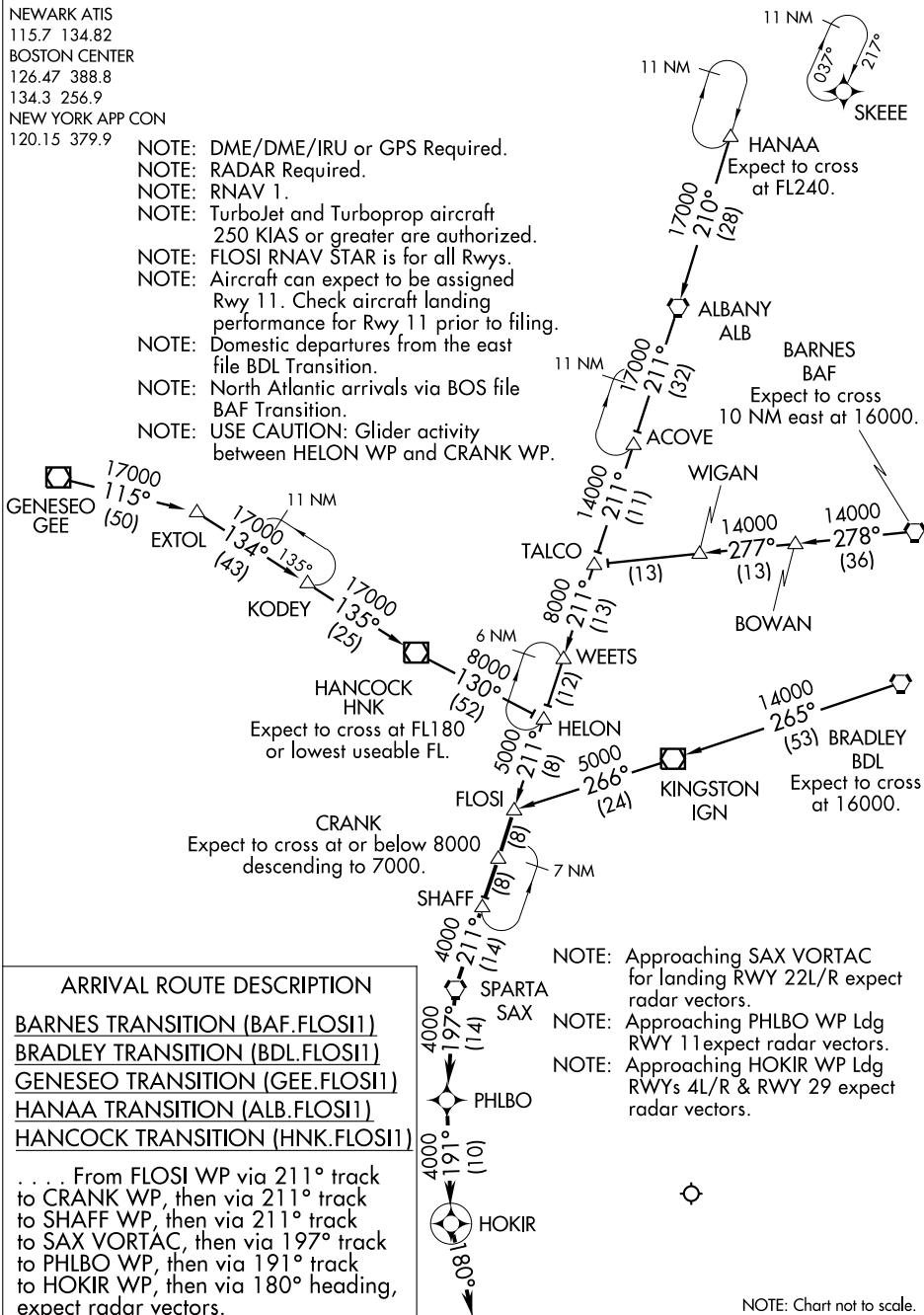
NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: TurboJet and Turboprop aircraft
250 KIAS or greater are authorized.

NOTE: FLOSI RNAV STAR is for all Rwy's.

NOTE: Aircraft can expect to be assigned
Rwy 11. Check aircraft landing
performance for Rwy 11 prior to filing.NOTE: Domestic departures from the east
file BDL Transition.NOTE: North Atlantic arrivals via BOS file
BAF Transition.NOTE: USE CAUTION: Glider activity
between HELON WP and CRANK WP.

ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)BRADLEY TRANSITION (BDL.FLOSI1)GENESEOGEE TRANSITION (GEE.FLOSI1)HANAA TRANSITION (ALB.FLOSI1)HANCOCK TRANSITION (HNK.FLOSI1)

... From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHILBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.

NOTE: Approaching PHILBO WP Ldg RWY 11 expect radar vectors.

NOTE: Approaching HOKIR WP Ldg RWY's 4L/R & RWY 29 expect radar vectors.

NOTE: Chart not to scale.

FLOSI ONE ARRIVAL (RNAV)

(FLOSI.FLOSI1) 08213

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

LAAS CH 22727 G04A	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
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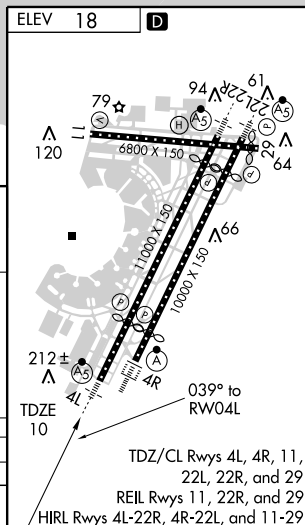
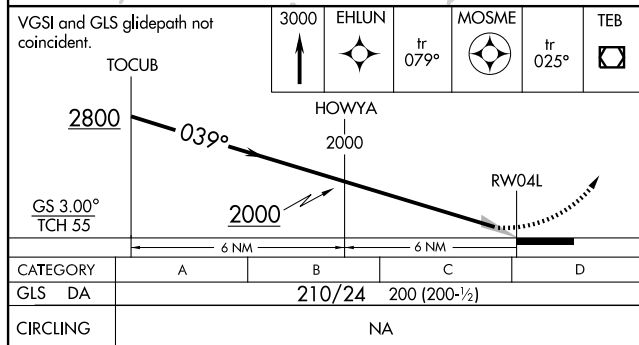
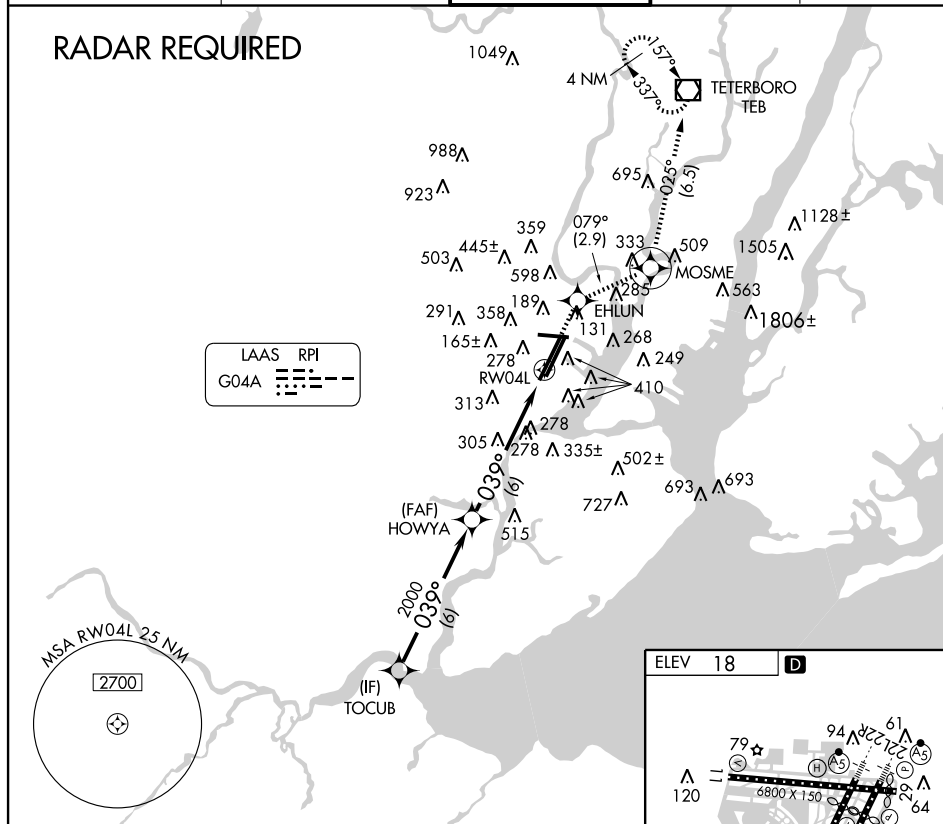
GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

▼ Circling to Rwy 29 NA at night. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. ▲ NA GPS required. Autopilot coupled approach NA below 210.	MALSR 	MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via track 025° to TEB VOR/DME and hold.
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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RADAR REQUIRED



LAAS CH 21083 G04B	APP CRS 039°	Rwy Idg TDZE 11 Apt Elev 18
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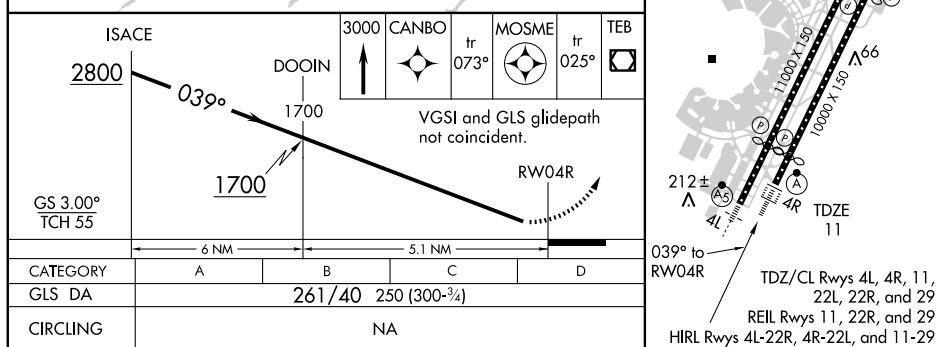
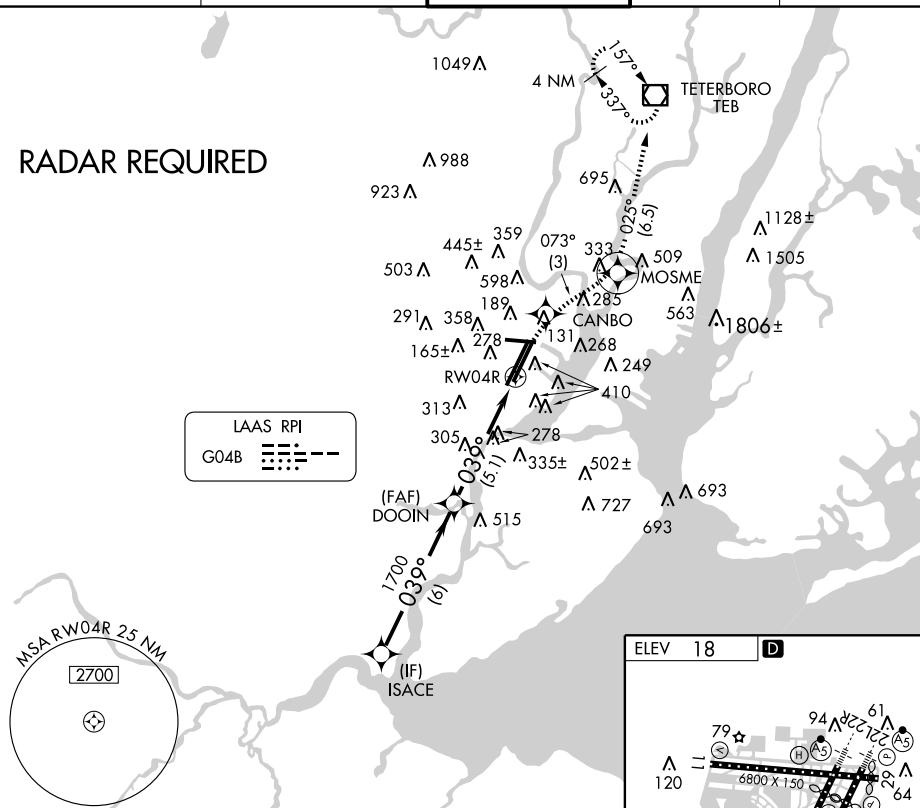
GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

▼ ▲ NA Visibility reduction by helicopters NA. Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. Autopilot coupled approach NA below 261.	ALSF-2 	MISSED APPROACH: Climb to 3000 direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR/DME and hold.
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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RADAR REQUIRED



LAAS CH 21905 G11A	APP CRS 108°	Rwy Idg TDZE Apt Elev 18 18
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GLS RWY 11

NEWARK LIBERTY INTL (EWR)

T DME/DME RNP-0.3 NA. GPS Required.
A NA Visibility reduction by helicopters NA.
 Autopilot coupled approach NA below 308.

MISSED APPROACH: Climb to 3000 direct FOVEX
 and on track 193° to COGSU and right turn on
 track 285° to DIRMY and hold.

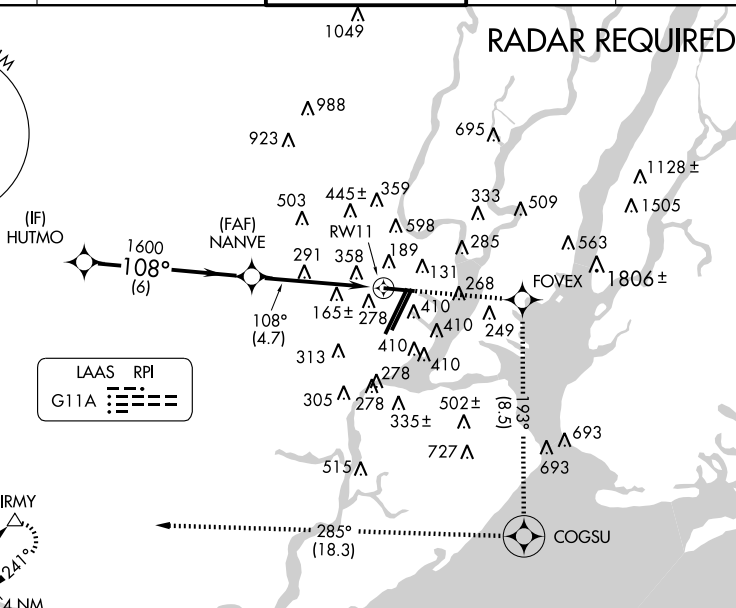
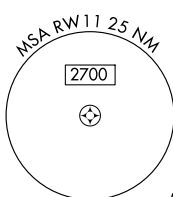
NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

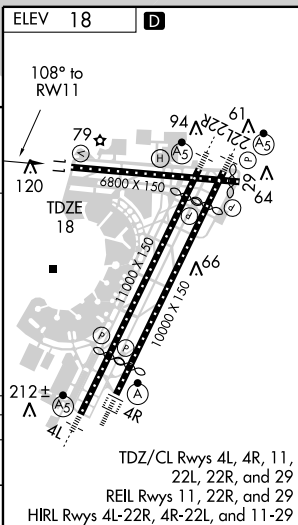
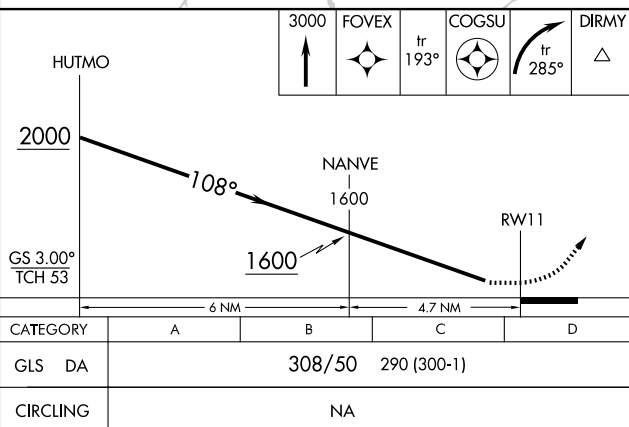
GND CON
121.8

CLNC DEL
118.85



LAAS RPI
 G11A

RADAR REQUIRED



LAAS CH 20672 G22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 18
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GLS RWY 22R

NEWARK LIBERTY INTL (EWR)



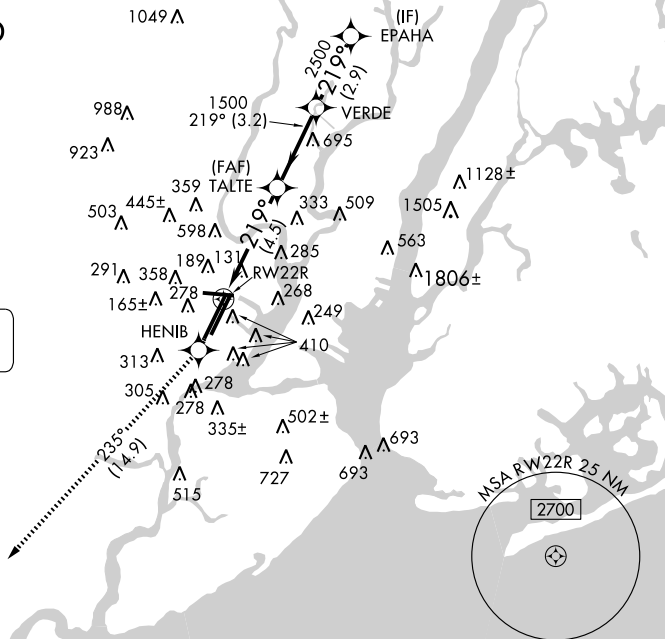
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA.
GPS required. For inoperative MALSR increase GLS all
Cats visibility to RVR 4000.
Autopilot coupled approach NA below 246.

MALSR



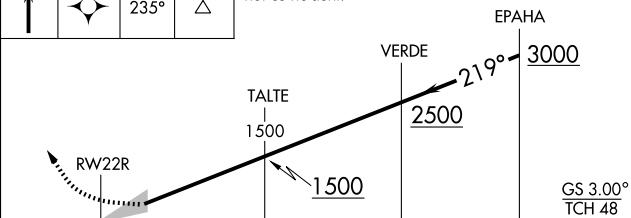
MISSED APPROACH: Climb to 3000 direct
HENIB and via track 235° to KILMA and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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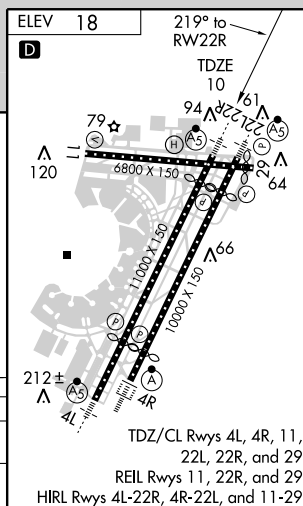
RADAR REQUIRED

3000 ↑	HENIB ✧	tr 235°	KILMA △
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VGSI and GLS glidepath
not coincident.



CATEGORY	A	B	C	D
GLS DA	246/24	236 (300-1/2)		
CIRCLING	NA			





LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy Idg TDZE 11 Apt Elev 18	4L 8460 8810	4R 12 18
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ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

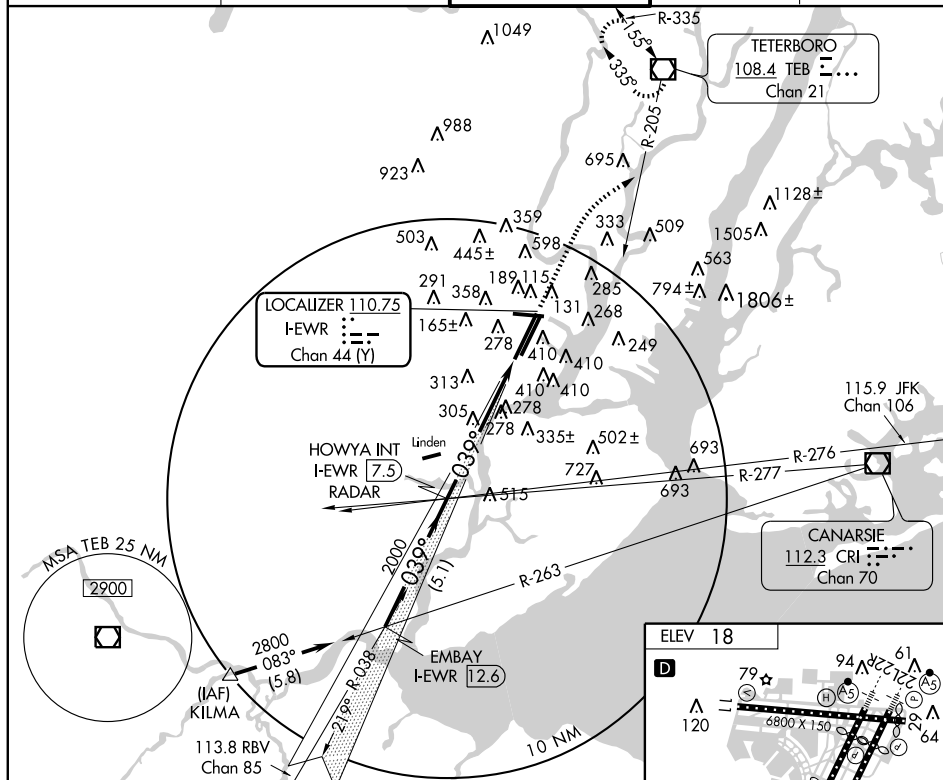


Inoperative table does not apply to
SIDESTEP RWY 4R Cats A and B.

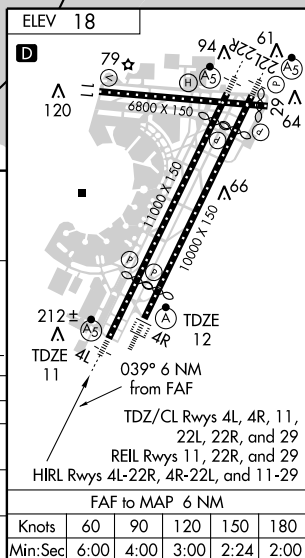


MISSED APPROACH: Climb to 600 then
climbing right turn to 2500 via heading 060°
and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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	EMBAY I-EWR 12.6	HOWYA INT I-EWR 7.5	600	2500	TEB R-205	TEB
	2800	2000				
Procedure	Turn NA					
GS	3.00°					
TCH	55					
	5.1 NM	6 NM				
CATEGORY	A	B	C	D		
S-ILS 4L	211/18 200 (200-½)					
S-LOC 4L	560/24	549 (600-½)	560/50	549 (600-1)	560/60	549 (600-1½)
SIDESTEP RWY 4R	560/50 548 (600-1)				560-1½	548 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)		900-3 882 (900-3)	



LOC/DME I-EZA	APP CRS	Rwy Idg	4R 8810	4L 8457
<u>108.7</u>	039°	TDZE	12	11
Chan 24		Apt Elev	18	18

ILS or LOC RWY 4R
NEWARK LIBERTY INTL (EWR)

 Inoperative table does not apply to
SIDESTEP RWY 4L Cats A and B.

4R
ALSF-2

4L
MALSR

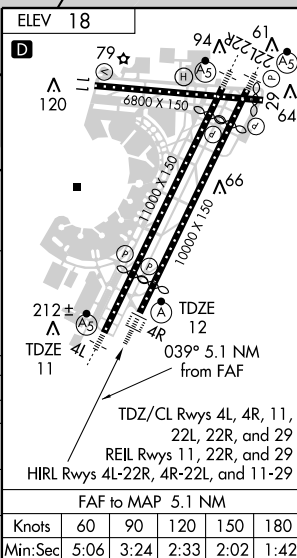
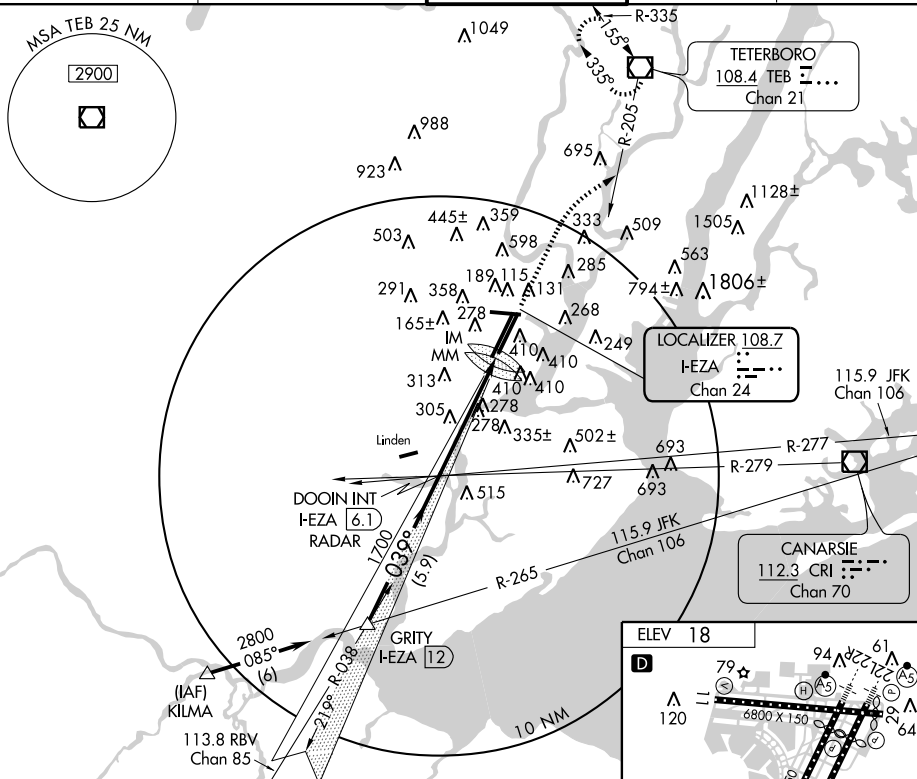

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85

CATEGORY	A	B	C	D
S-ILS 4R	214/18 202 (200-½)			
S-LOC 4R	560/24 548 (600-½)		560/50 548 (600-1)	560/60 548 (600-1¼)
SIDESTEP RWY 4L	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NEWARK, NEW JERSEY
Amdt 12B 11FEB10

40°42'N - 74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 4R

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-GPR 109.15 Chan 28 (Y)	APP CRS 107°	Rwy Idg 6800 TDZE 18 Apt Elev 18
--	------------------------	---

ILS or LOC RWY 11
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 1700 heading 107°, at TEB VOR/DME R-208 right turn to intercept TEB VOR/DME R-199 and COL VOR/DME R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS
115.7 134.825

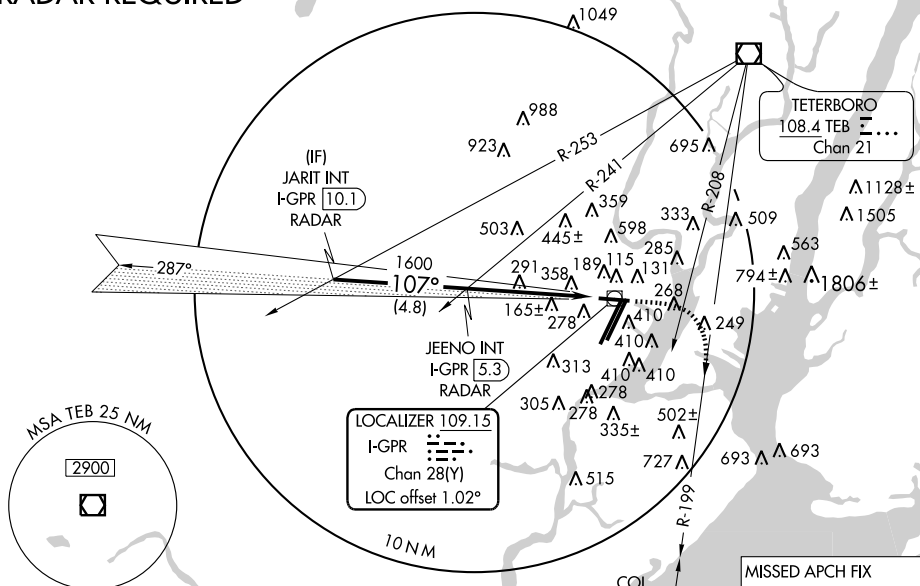
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

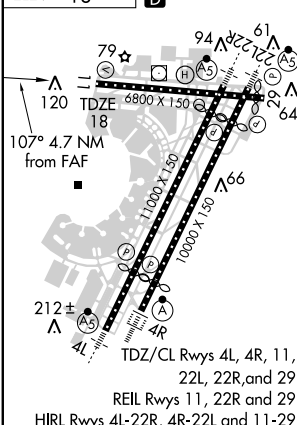
CLNC DEL
118.85

RADAR REQUIRED



ELEV 18

D




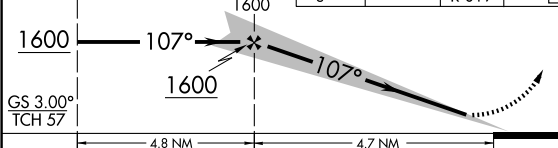
JARIT INT
I-GPR 10.1

JEENO INT
I-GPR 5.3

1700
↑
dg 107°
at
TEB
R-208

TEB
R-199
&
COL
R-019

3000	COL
↑	
COL 13	



CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	580/50	562 (600-1)	580-1½ 562 (600-1½)	580-1¾ 562 (600-1¾)
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)

NEWARK, NEW JERSEY
Amdt 2 23SEP10

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)




ILS or LOC RWY 11

NE-2, 23 SEP 2010 to 21 OCT 2010

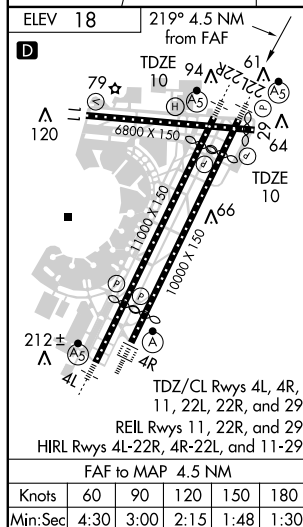
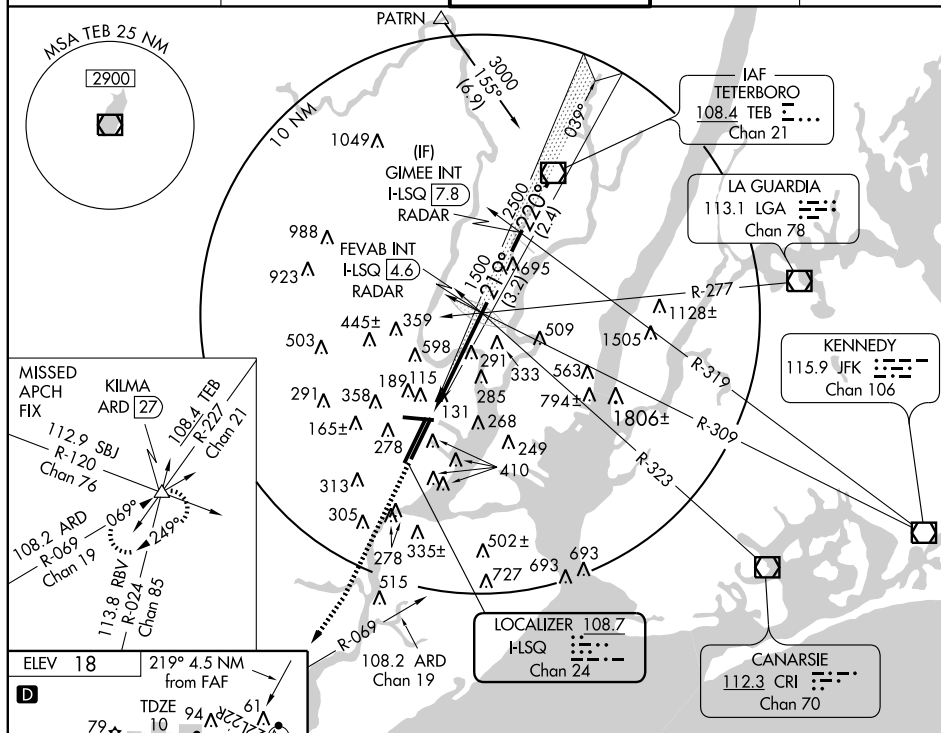
NE-2. 23 SEP 2010 to 21 OCT 2010

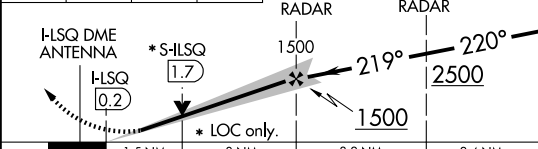
LOC/DME I-LSQ	APP CRS	Rwy Idg	22L 8206	22R 9560
<u>108.7</u>	219°	TDZE	10	10
Chan 24		Apt Elev	18	18

ILS or LOC RWY 22L
NEWARK LIBERTY INTL (EWR)

 Inoperative table does not apply to SIDESTEP Rwy 22R Cats A and B.	22L MALSR 	22R MALSR 	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.
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NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



500 ↑	3000 hdg 225°	ARD R-069	KLIMA △	VGSI and ILS glidepath not coincident.			
		FEVAB INT I-LSQ <u>4.6</u> RADAR		GIMEE INT I-LSQ <u>7.8</u> RADAR		VOR/DME	
I-LSQ DME ANTENNA I-LSQ <u>0.2</u>		* S-ILSQ <u>1.7</u>		1500 219°		3000 Procedure Turn NA GS 3.00° TCH 43	
1.5 NM		3 NM		3.2 NM		2.4 NM	
CATEGORY	A		B		C		D
S-ILS 22L	210/18 200 (200-½)						
S-LOC 22L	560/24	550 (600-½)			560/50 550 (600-1)	560/60 550 (600-1¼)	
SIDESTEP RWY 22R	560/50 550 (600-1)					560/60 550 (600-1¼)	
CIRCLING	720-1	702 (800-1)			720-2 702 (800-2)	900-3 882 (900-3)	

LOC/DME I-JNN	APP CRS	Rwy Idg	22R	22L
110.75	219°	9560 8206	10	10
Chan 44 (Y)		TDZE	18	18
		Apt Elev		

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

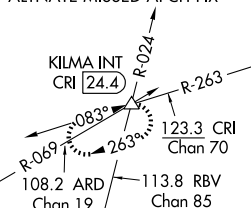
- ▼ Circling to Rwy 29 NA at night.
 ▲ Inoperative table does not apply to sidestep 22L Cats A and B.
 DME or RADAR Required.



MISSED APPROACH: Climb to 3000 on heading 219° and ARD VOR/DME R-069 to KILMA INT/CRI 24.4 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

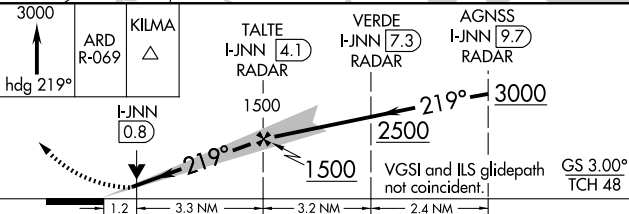
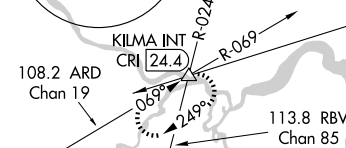
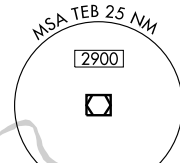
ALTNATE MISSED APCH FIX



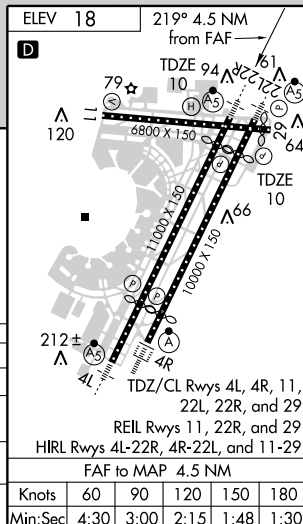
RADAR REQUIRED

LOCALIZER **110.75**
 I-JNN
 Chan **44**(Y)

Disregard all marker beacon indications.



CATEGORY	A	B	C	D
S-ILS 22R	210/18 200 (200-½)			
S-LOC 22R	460/24 450 (500-½)	460/40 450 (500-¾)	460/50 450 (500-1)	
SIDESTEP RWY 22L	560/50 550 (600-1)			
CIRCLING	720-1 702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)	



LOC/DME F-EZA <u>108.7</u> Chan 24	APP CRS 039°	Rwy Idg 8810 TDZE 12 Apt Elev 18
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ILS RWY 4R (CAT II)
NEWARK LIBERTY INTL (EWR)

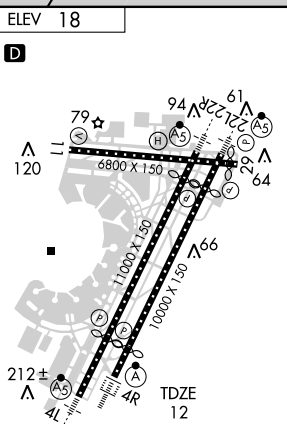
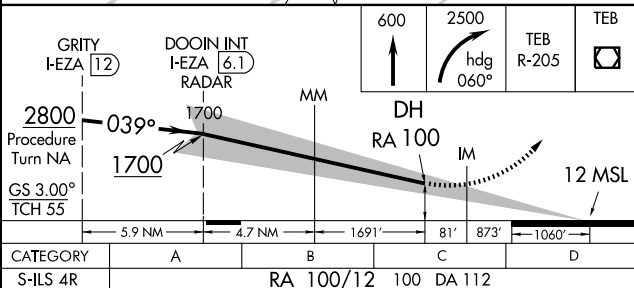
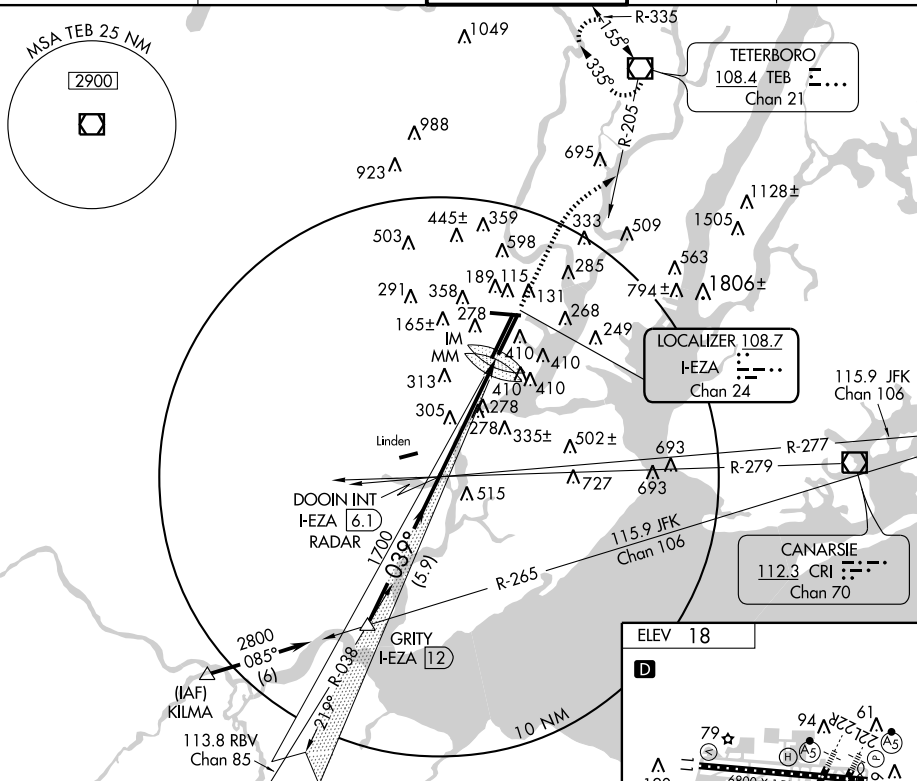


MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS
115.7 134.825NEW YORK APP CON
128.55 379.9NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4L, 4R, 11,
22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

LOC/DME I-EZA	APP CRS	Rwy ldg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

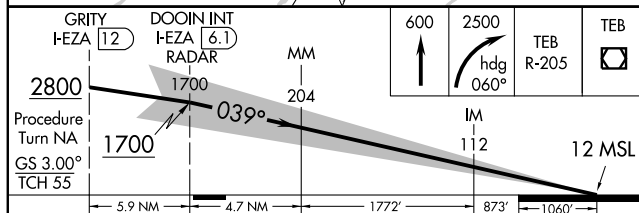
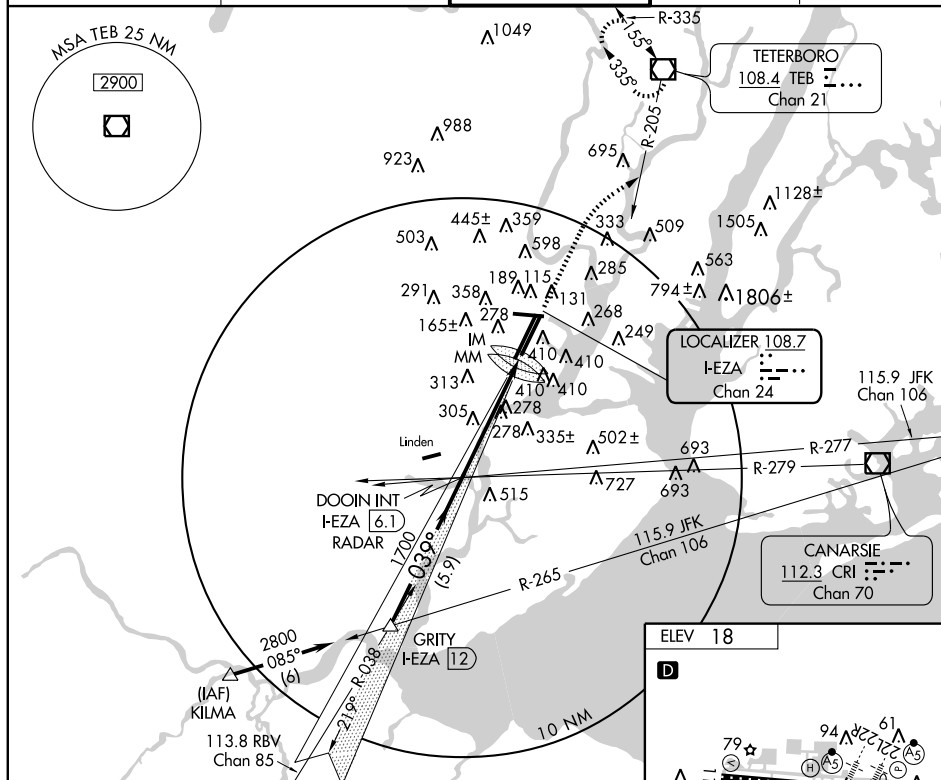
ILS RWY 4R (CAT III)

NEWARK LIBERTY INTL (EWR)



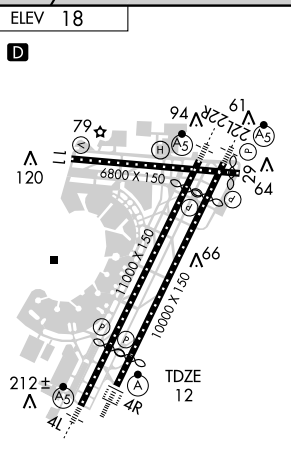
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



TDZ/CL Rwy 4L, 4R, 11,
22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

LOC/DME I-LSQ	APP CRS	Rwy Idg	8206
<u>108.7</u>	219°	TDZE	10
Chgn 24		Apt Elev	18

ILS RWY 22L (CAT II)
NEWARK LIBERTY INTL (EWR)

T Procedure does not meet ICAO standard for ALSF/TDZ/CL
A lighting systems. Authorization to conduct this approach
requires specific OPS SPEC approval or LOA for this
runway.

MALSR



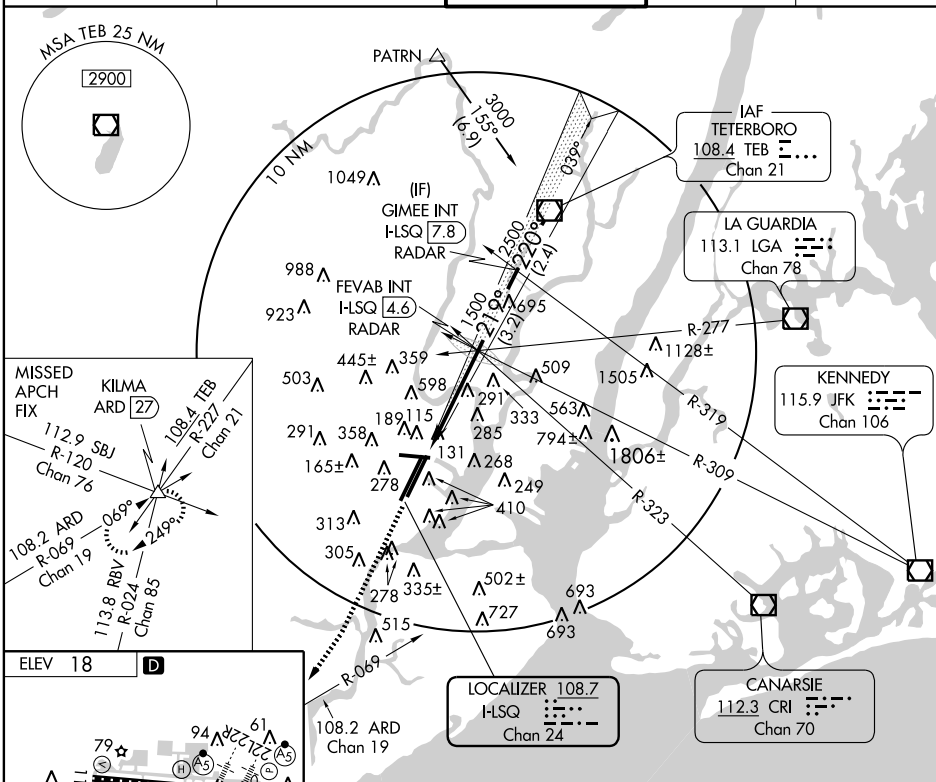
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

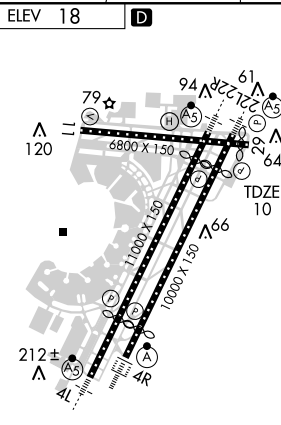
NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85

NE-2, 23 SEP 2010 to 21 OCT 2010

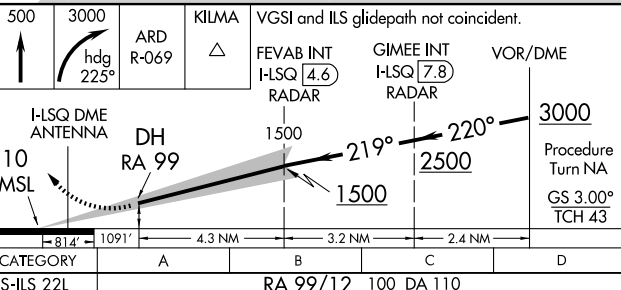
NE-2. 23 SEP 2010 to 21 OCT 2010



TDZ/CL Rwy's 4L, 4R, 11,
22L, 22R, and 29

REIL Rwy's 11, 22R, and 29

HIRL Rwy 4L-22R, 4R-22L, and 11-29



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

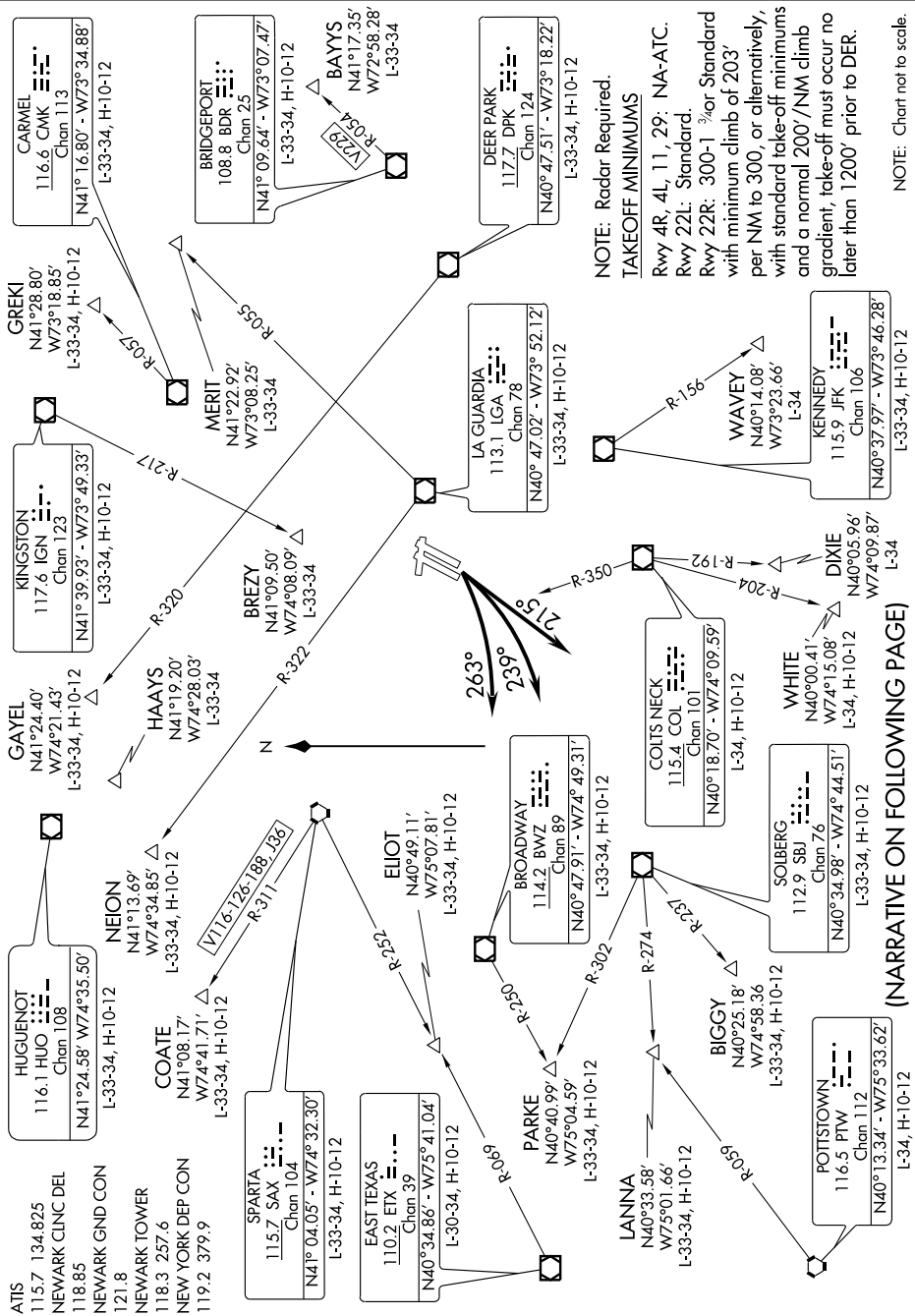
LIBERTY ONE DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

LIBERTY ONE DEPARTURE

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL (EWR)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence

PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence

BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude.

Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.

NOTE: BAYYS departure expect vectors via BDR/BDR R-054.

NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.

NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.

NOTE: COATE departures expect vectors via SAX/SAX R-311.

NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.

NOTE: ELIOT departures expect vectors via SBJ or ETX.

NOTE: GAYEL departures expect vectors via DPK R-320.

NOTE: GREKI departures expect vectors via CMK/CMK R-057.

NOTE: HAAYS departures expect vectors via HUO.

NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.

NOTE: MERIT departures expect vectors via LGA R-055.

NOTE: NEION departures expect vectors via LGA R-322.

NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.

NOTE: WAVEY departures expect vectors via JFK/JFK R-156.

NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES

Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.

Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.

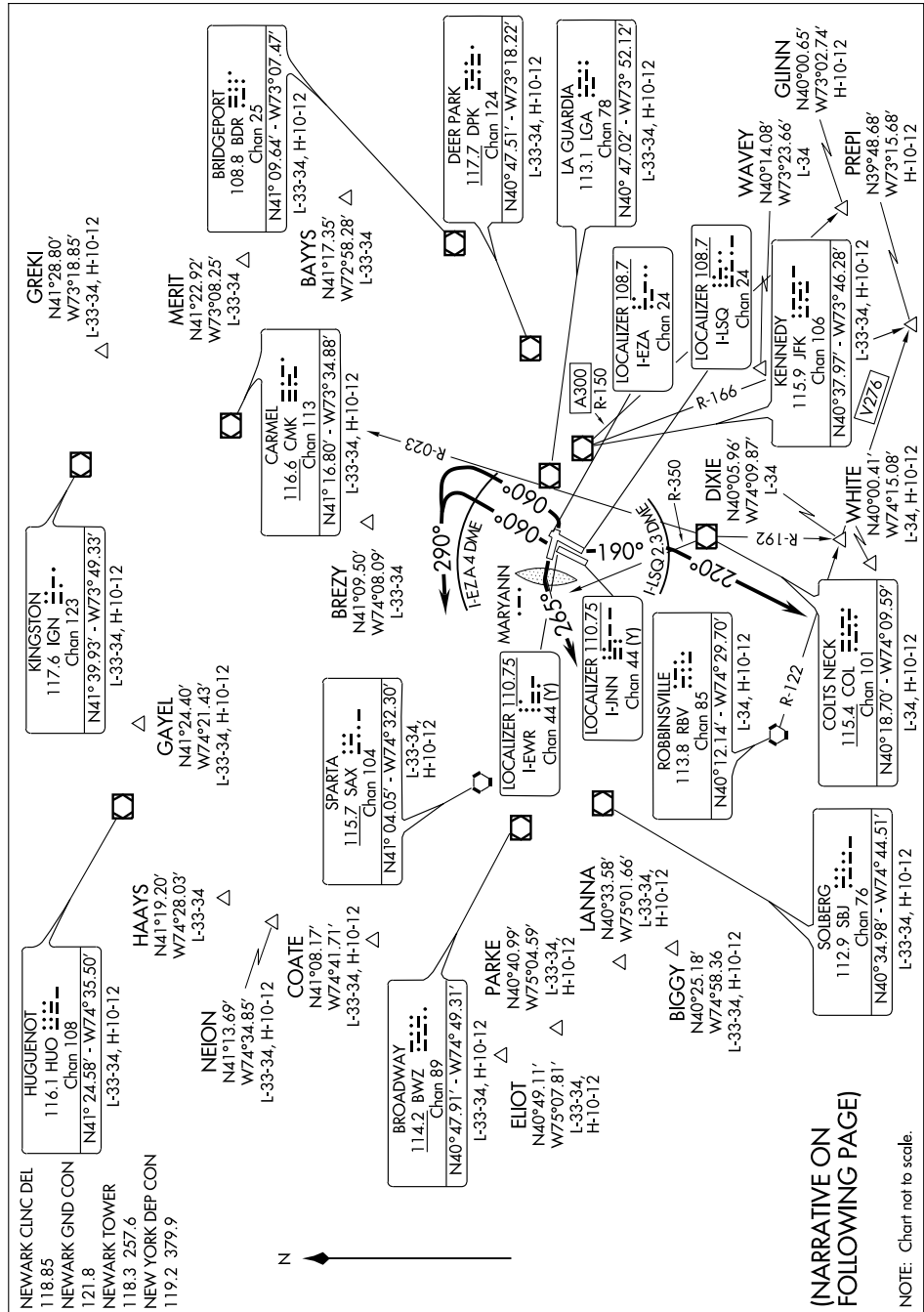
Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.

MARINER TWO DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

MARINER TWO DEPARTURE

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

(NARRATIVE ON
FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence

. . . . via vectors to COL R-350.COL COL R-192.DIXIE.V276.PREPI.GUNN.A300.JFK.
Thence

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

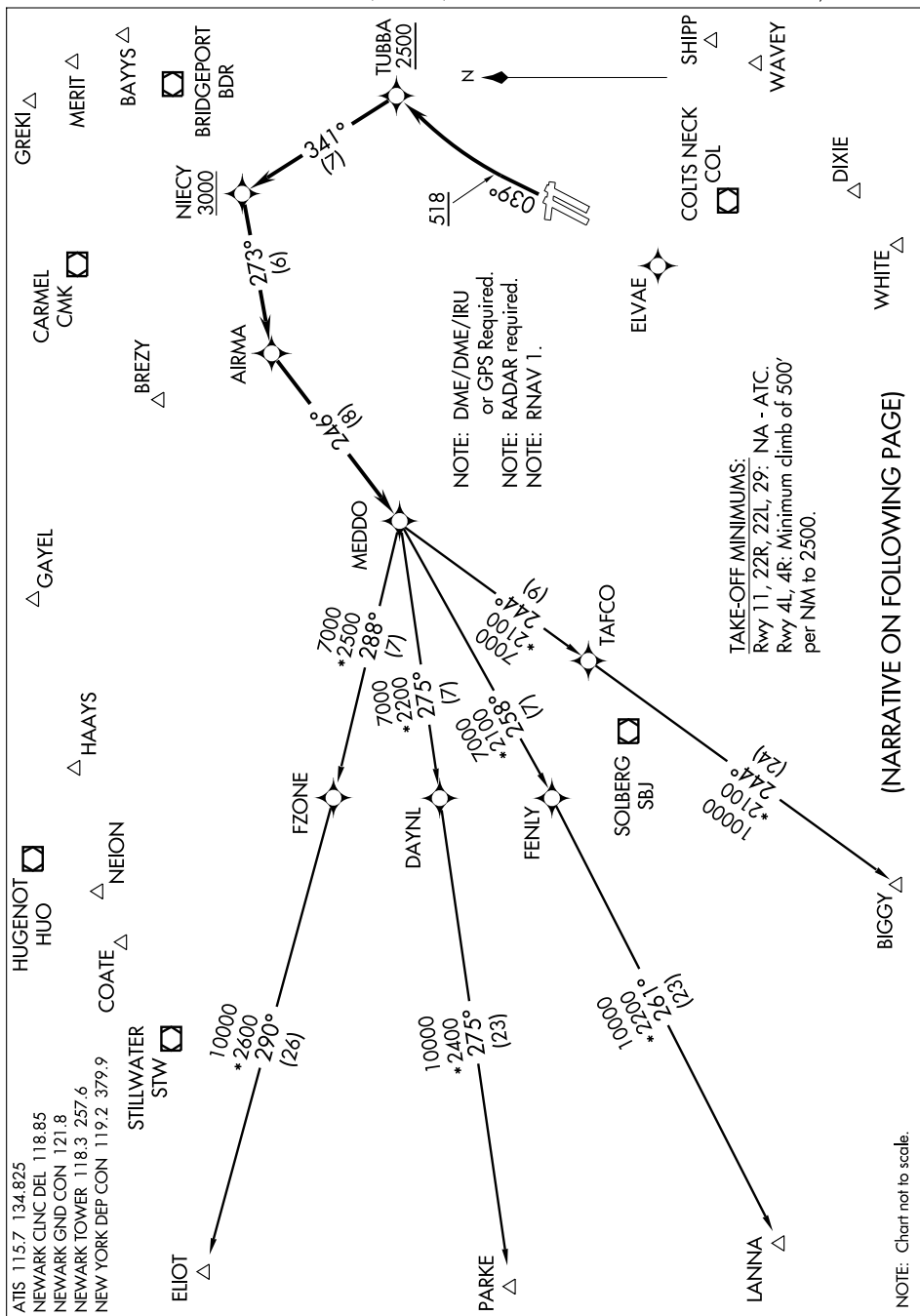
NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM.
All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.



MEDDO TWO DEPARTURE (RNAV)

NEWARK, NEW JERSEY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (MEDDO2.BIGGY):

ELIOT TRANSITION (MEDDO2.ELIOT):

LANNA TRANSITION (MEDDO2.LANNA):

PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

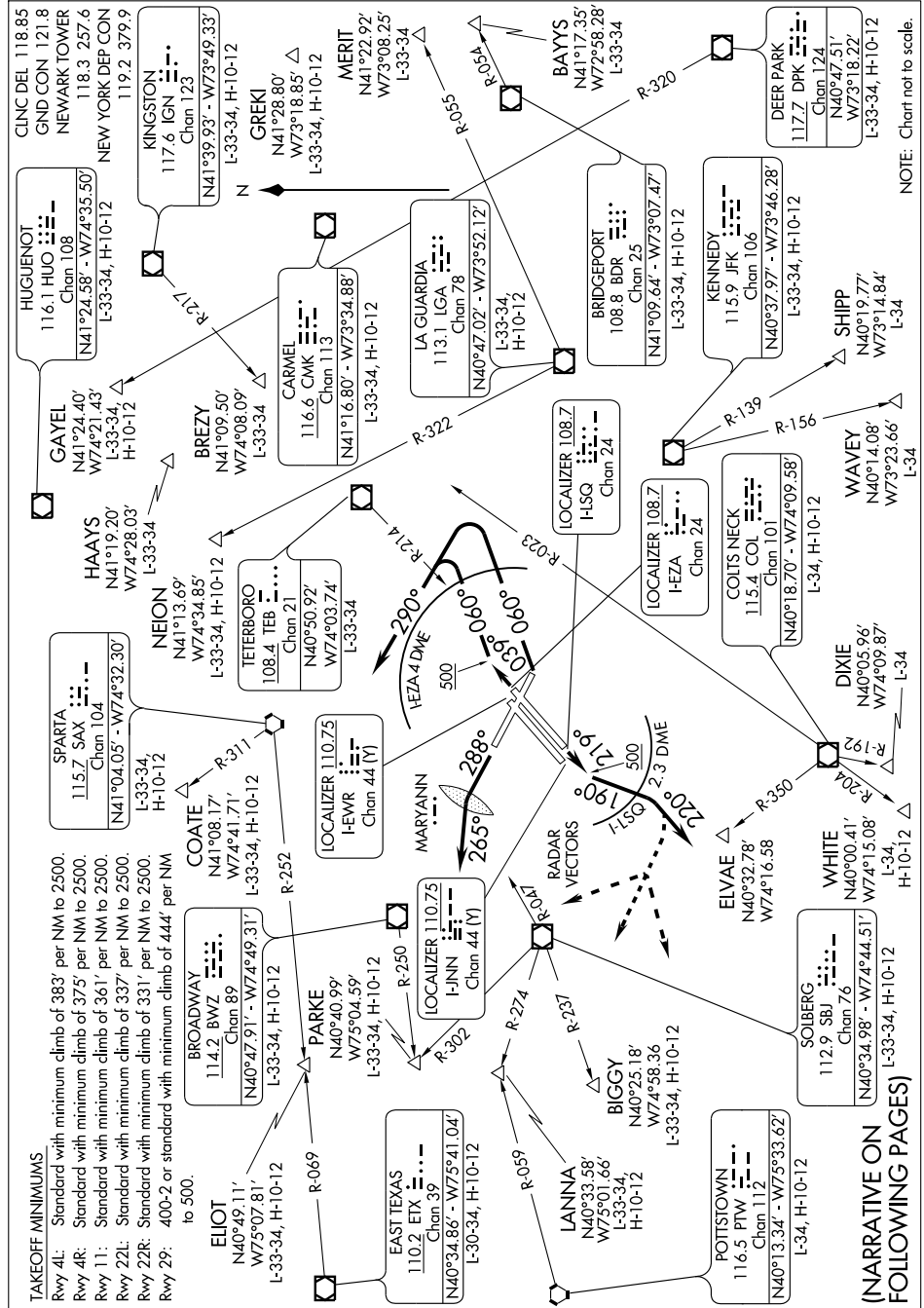
Rwy 4L: Tower, light, multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/ 82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.

NEWARK EIGHT DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NEWARK EIGHT DEPARTURE

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NARRATIVE ON
FOLLOWING PAGES

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . .

TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence . . .

TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . .

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . .

TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . .

TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence . . .

. . . as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.

NOTE: Rwy 4L/R, 11, 22L/R DME Required.

NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.

NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

	Depart Rwy 4L/R Expect VECTORS to:	Depart Rwy 22L/R Expect VECTORS to:
DP FIX	BDR/BDR R-054	BDR/BDR R-054
BAYYS	SBJ/SBJ R-237	SBJ/SBJ R-237
BIGGY	IGN R-217	IGN R-217
BREZY	SAX/SAX R-311	SAX/SAX R-311
COATE	COL R-350/COL/COL R-192	COL R-350/COL/COL R-192
DIXIE	or ELVAE/COL	or ELVAE/COL
ELIOT	SAX R-252	ETX (2300L-0700L SBJ/ETX)
GAYEL	DPK R-320	DPK R-320
HAAYS	HUO	HUO
LANNA	PTW R-059	SBJ/SBJ R-274
MERIT	LGA R-055	LGA R-055
NEION	LGA R-322	LGA R-322
PARKE	BWZ R-250	SBJ/SBJ R-302
SHIPP	JFK/JFK R-139	JFK/JFK R-139
WAVEY	JFK/JFK R-156	JFK/JFK R-156
WHITE	COL R-350/COL/COL R-204	COL R-350/COL/COL R-204
	or ELVAE/COL	or ELVAE/COL

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLES NOTES

- Rwy 4L: Tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL.
DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.
- Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.
- Rwy 11: Pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL.
- Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.
- Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.
Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.
- Rwy 29: Multiple poles, trees, signs, and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL.
Tree, multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL.
Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL.
Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

PENNS.PENNS2) 07298

PENNS TWO ARRIVAL

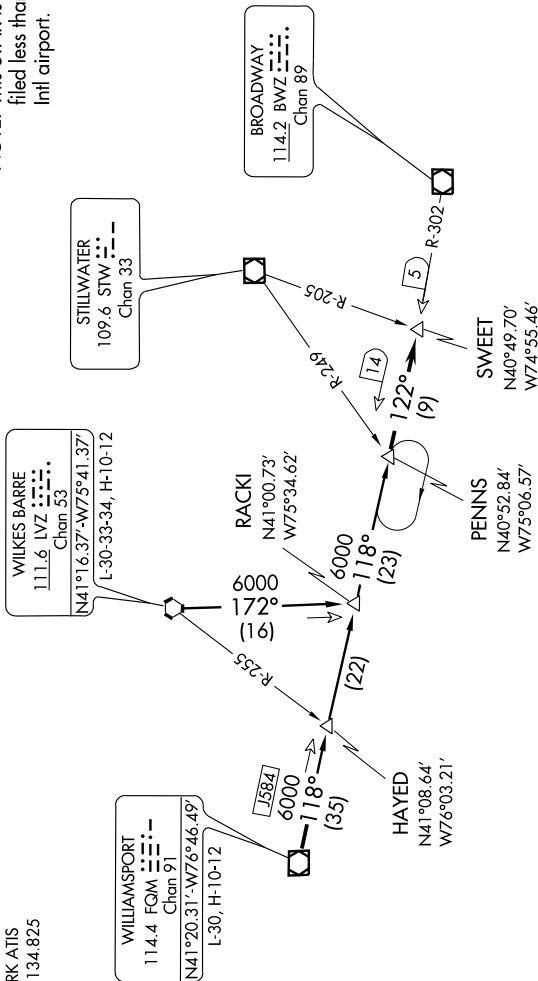
ST-285 (FAA)

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

NOTE: This STAR is applicable to non-jet aircraft
filed less than 250 KT landing Newark Liberty
Intl airport.



NOTE: Chart not to scale.

WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ
VORTAC via R-172 to RACKI INT, then via FQM R-118 to
PENNS INT. Thence
WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM
VOR/DME via FQM R-118 to PENNS INT. Thence
. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET
INT. Expect radar vectors to final approach course.

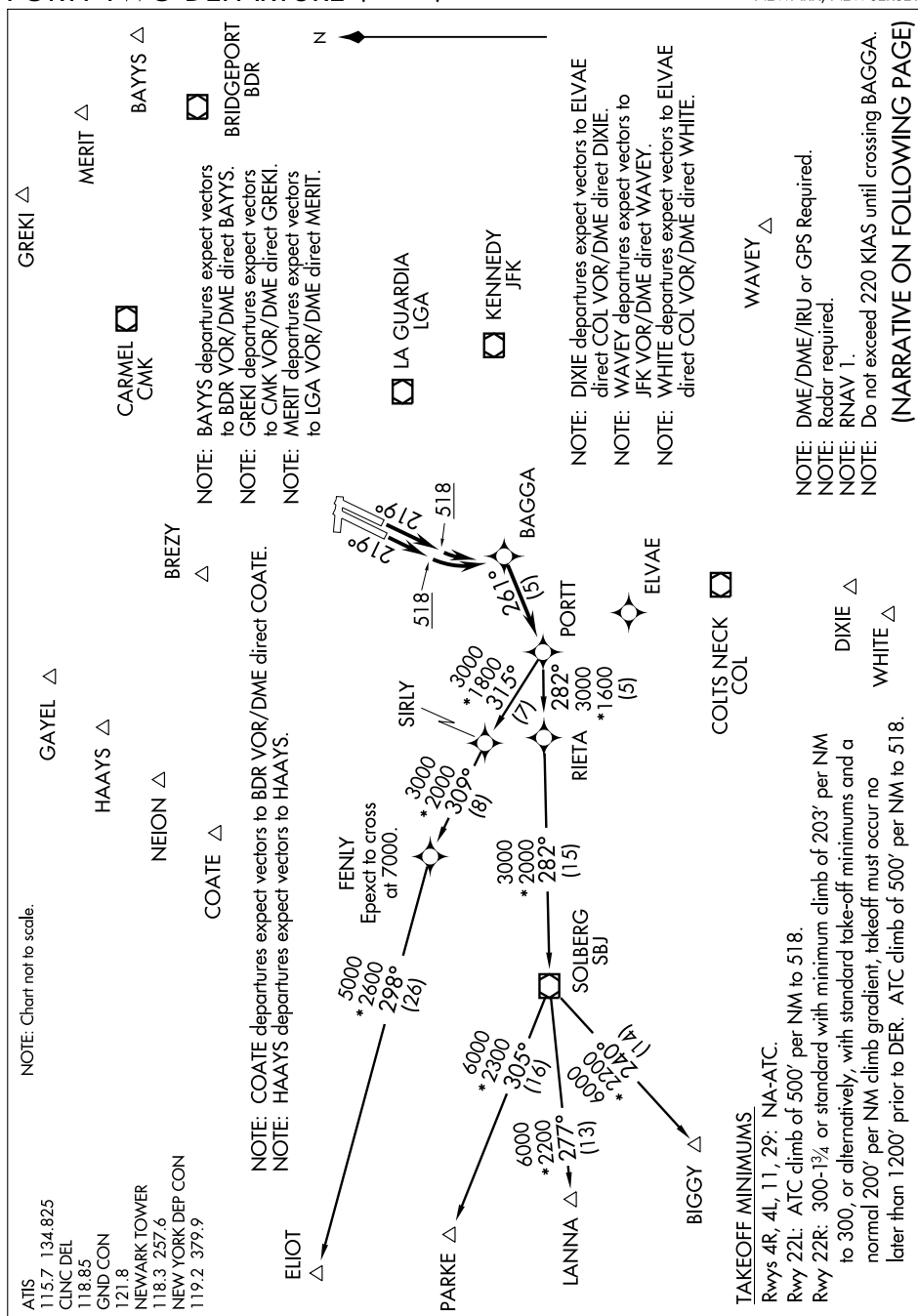
PENNS TWO ARRIVAL

(PENNS.PENNS2) 07298

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

NE-2, 23 SEP 2010 to 21 OCT 2010

PORTT TWO DEPARTURE (RNAV)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

- BIGGY TRANSITION (PORTT2.BIGGY):
- ELIOT TRANSITION (PORTT2.ELIOT):
- LANNA TRANSITION (PORTT2.LANNA):
- PARKE TRANSITION (PORTT2.PARKE):

TAKEOFF OBSTACLE NOTES:

Rwy 22L: Pole 8’ from DER, 261’ left of centerline, 7’ AGL/16’ MSL.

Rwy 22R: Light and multiple trees beginning 1829’ from DER, 307’ right of centerline, up to 55’ AGL/69’ MSL.

Building 1.4 NM from DER, 1872’ left of centerline, 200’ AGL/227’ MSL.

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56224 W04A	APP CRS 039°	Rwy Idg 8457 TDZE 10 Apt Elev 18
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RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

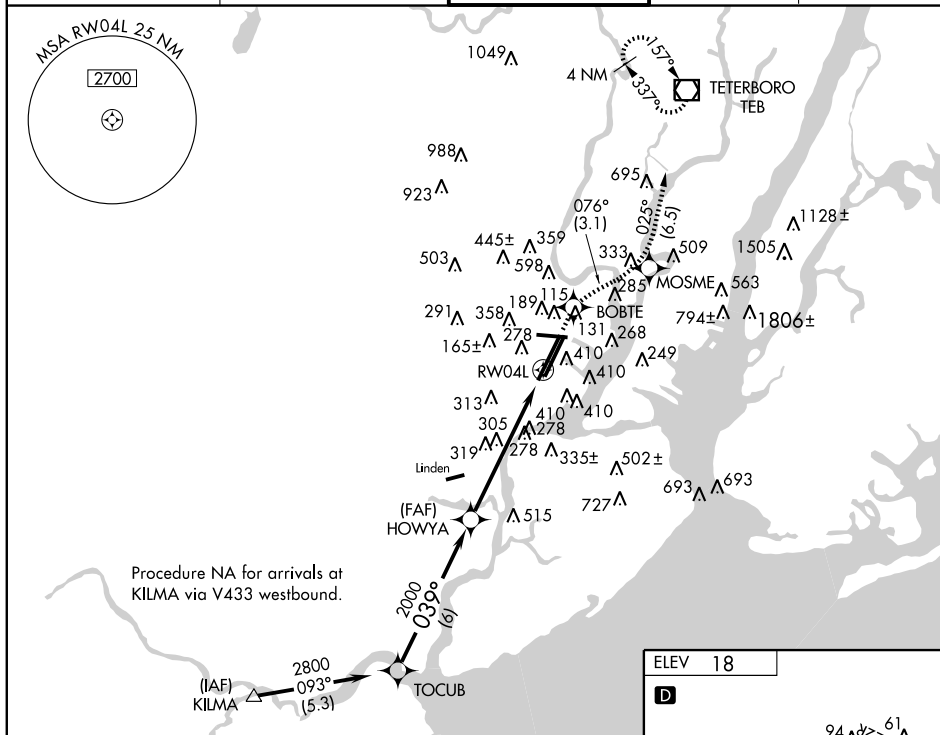


DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
For inoperative MALSR, increase LPV visibility to RVR
5000 all Cats.

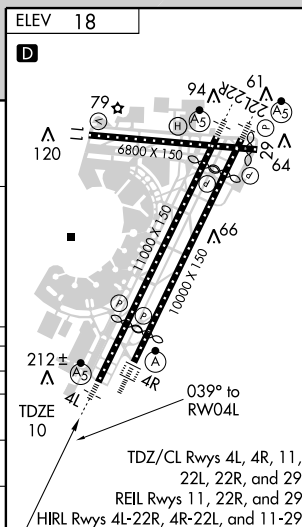


MISSED APPROACH: Climb to 2500 direct
BOBTE and via 076° track to MOSME and
via 025° track to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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VGSI and RNAV glidepath not coincident.				
<div> <div>TOCUB</div> <div>2800</div> <div>039°</div> <div>HOWYA</div> <div>2000</div> <div>6 NM</div> <div>4.4 NM</div> <div>1.6 NM</div> <div>RW04L</div> </div>				
<div> <div>Procedure Turn NA</div> <div>GS 3.00°</div> <div>TCH 55</div> </div>				
CATEGORY	A	B	C	D
LPV DA	334/24 324 (400-½)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24	570 (600-½)	580/50 570 (600-1)	580/60 570 (600-1¼)
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)



APP CRS	Rwy Idg	6800
108°	TDZE	18
	Apt Elev	18

RNAV (GPS) RWY 11

NEWARK LIBERTY INTL (EWR)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn
to 3000 direct DIRMY WP and hold.

NEWARK ATIS
115.7 134.825

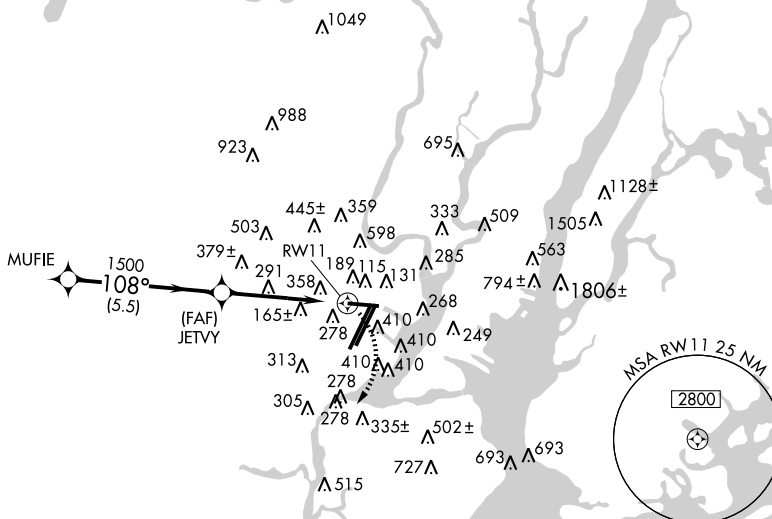
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85

RADAR REQUIRED



DIRMY

061°

241°

4 NM

ELEV 18

D

108° to
RWY 11

120

TDZE

18

6800 X 150

1100 X 150

1000 X 150

166

212±

4L

4R

22L

22R

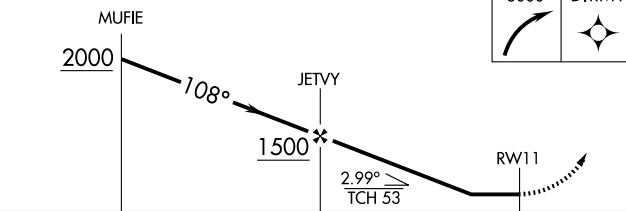
11-29

HIRL Rwy 4L-22R, 4R-22L, and 11-29

TDZ/CL Rwy 4L, 4R, 11,

22L, 22R, and 29

REIL Rwy 11, 22R, and 29



3000

DIRMY

CATEGORY	A	B	C	D
LNNAV MDA	620-1 602 (700-1)		620-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

WAAS CH 77524 W22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 18
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RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALSR, increase LPV visibility to RVR
6000 all Cats.



MISSED APPROACH: Climb to 3000 direct
HENIB and via 235° track to KILMA and hold.

NEWARK ATIS
115.7 134.825

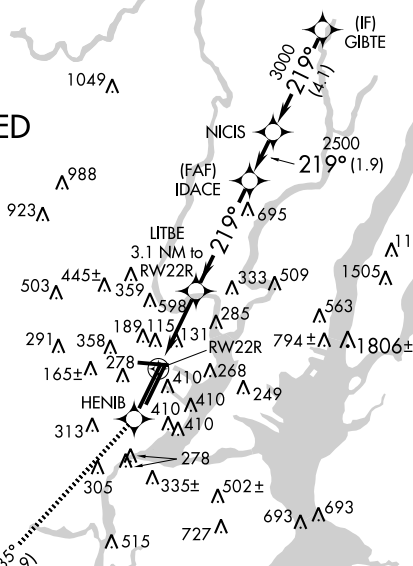
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

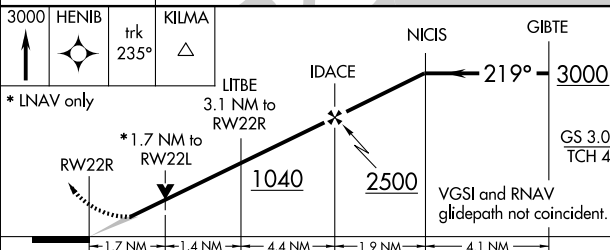
GND CON
121.8

CLNC DEL
118.85

RADAR REQUIRED



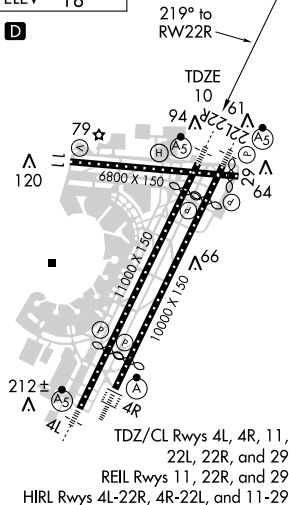
MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	361/40	351 (400-1/4)		
LNAV/VNAV DA	NA			
LNAV MDA	620/24 610 (700-1/2)	620/60 610 (700-1/4)	620-1 610 (700-1/2)	
CIRCLING	720-1 702 (800-1 1/4)	720-2 702 (800-2)	900-3 882 (900-3)	

ELEV 18

D



WAAS CH 60924 W04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18
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RNAV (GPS) Y RWY 4R

NEWARK LIBERTY INTL (EWR)

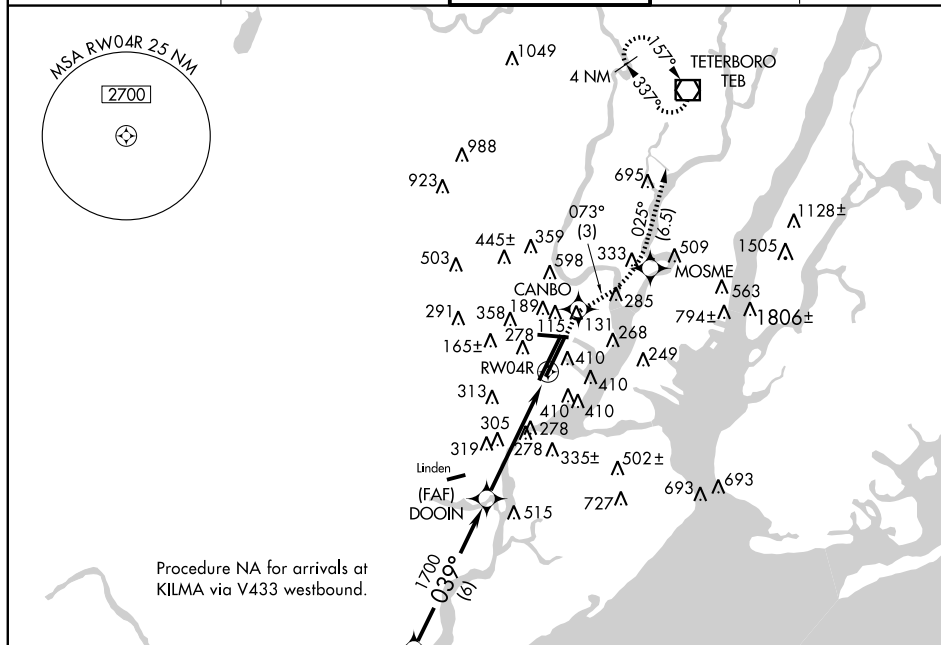


DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
For inoperative MALSRR, increase LPV visibility to
RVR 6000 all Cats.



MISSED APPROACH: Climb to 2500 direct
CANBO and via 073° track to MOSME and
via 025° track to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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ISACE

2800

Procedure Turn NA

GS 3.00°

TCH 55

2500

CANBO

trk 073°

MOSME

trk 025°

TEB

DOOIN

1700

VGSI and RNAV glidepath not coincident.

6 NM

3.5 NM

1.6

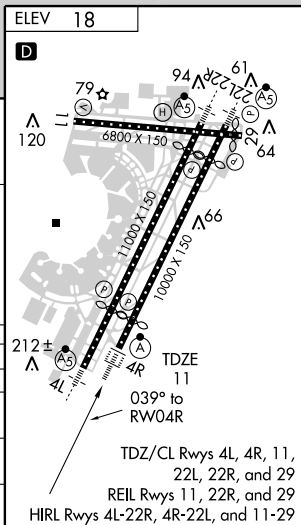
RW04R

*1.6 NM to RW04R

* LNAV only

039°

CATEGORY	A	B	C	D
LPV DA	357/40 346 (400-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	580/24	569 (600-½)	580/50 569 (600-1)	580/60 569 (600-1 ¼)
CIRCLING	720-1 ¼	702 (800-1 ¼)	720-2 702 (800-2)	900-3 882 (900-3)



WAAS CH 70324 W22A	APP CRS 219°	Rwy Idg TDZE Apt Elev	8206 10 18
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RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

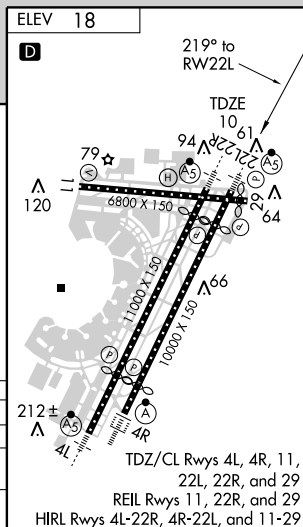
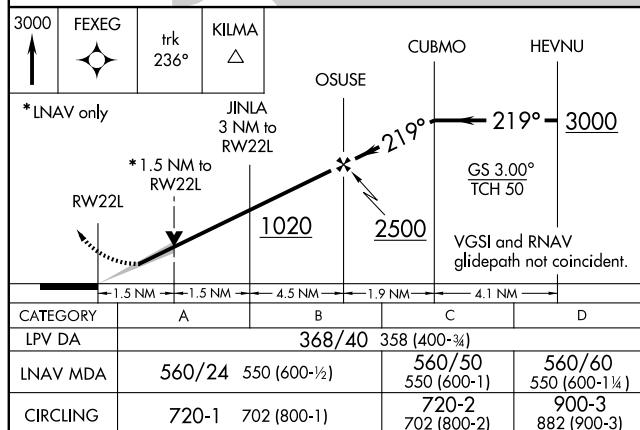
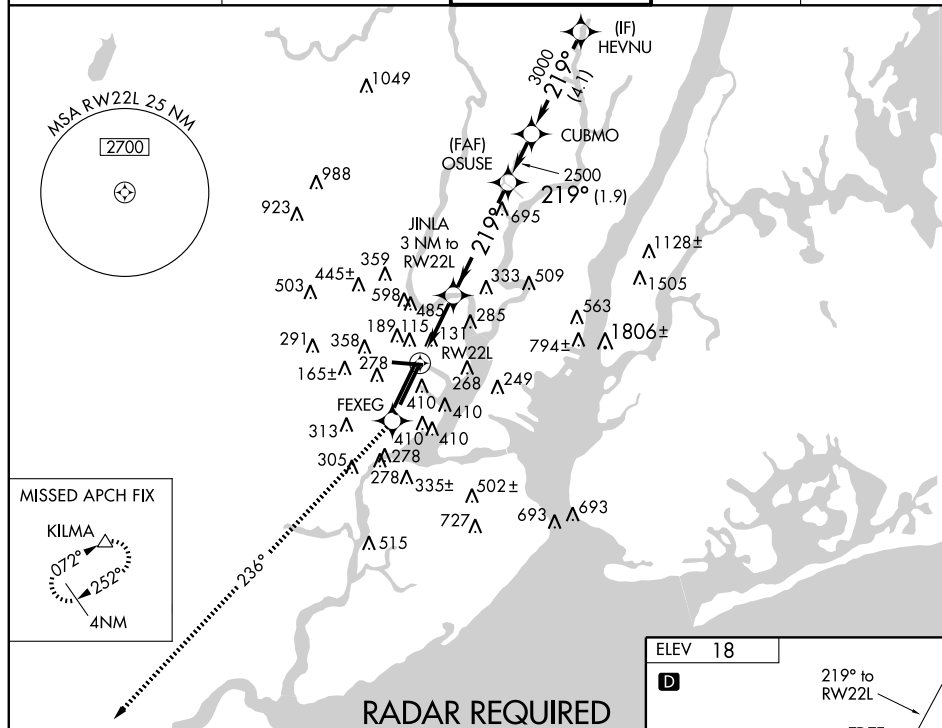
- ▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR



MISSED APPROACH: Climb to 3000 direct
FEXEG and via 236° track to KILMA and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
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RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

APP CRS	Rwy Idg	8206
219°	TDZE	10
	Apt Elev	18

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

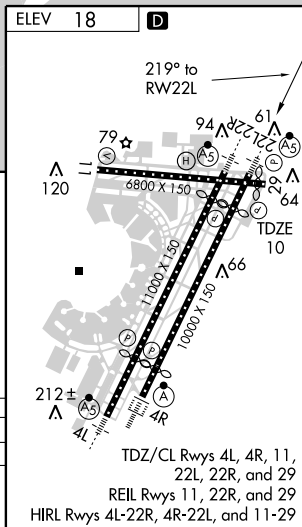
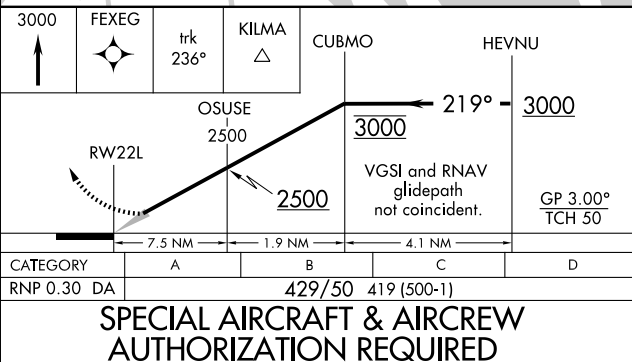
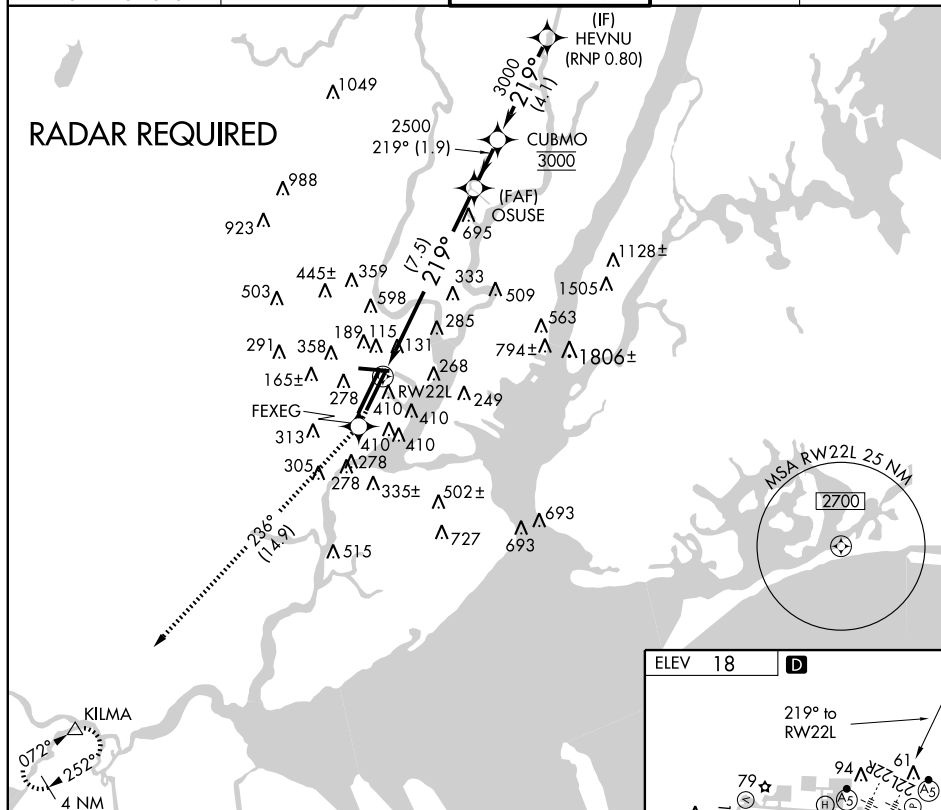
MALSR



MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED



APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29

NEWARK LIBERTY INTL (EWR)

- T** RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
- * Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS
115.7 134.825

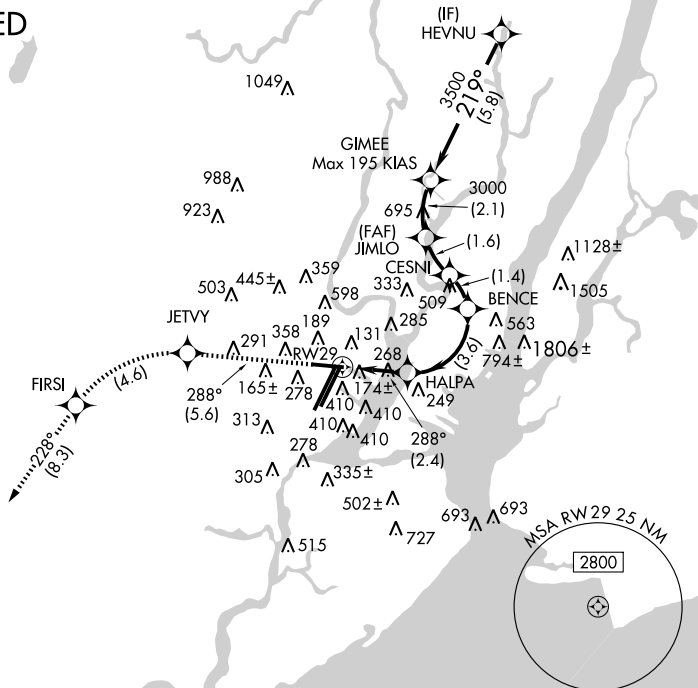
NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

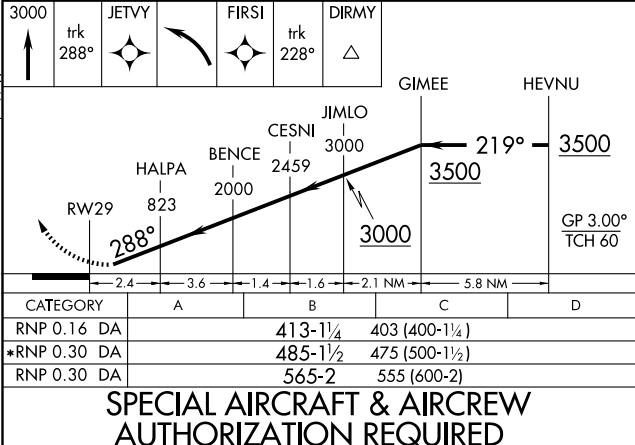
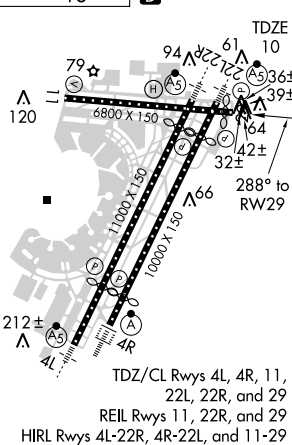
CLNC DEL
118,85

RADAR REQUIRED



ELEV 18

D



NEWARK, NEW JERSEY
Orig-A 10042

40°42'N - 74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 29

RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

APP CRS **039°**
Rwy Idg **8810**
TDZE **11**
Apt Elev **18**

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all Cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2 MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

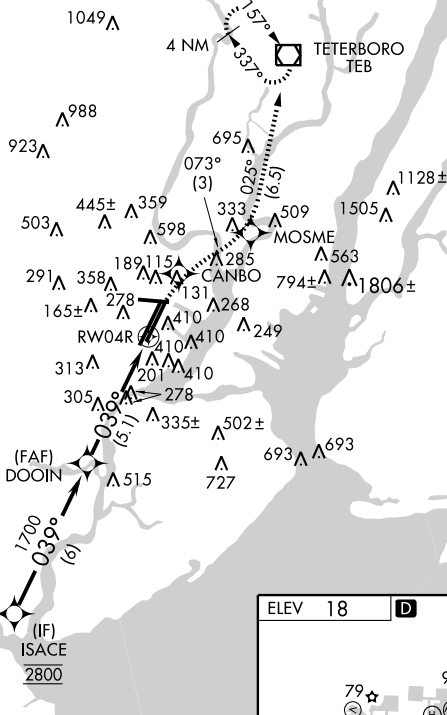
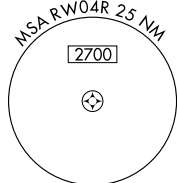
NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85



Procedure

Turn NA

ISACE

2800

039°

DOOIN

2500

CANBO

trk 073°

MOSME

trk 025°

TEB

VGSI and RNAV
glidepath not coincident.

GP 3.00°
TCH 55

1700

CATEGORY

A

B

C

D

*RNP 0.15 DA

298/24 287 (300-½)

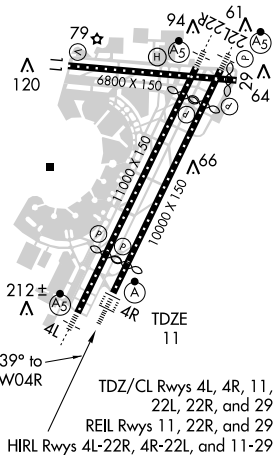
RNP 0.30 DA

470/50 459 (500-1)

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

ELEV 18

D



APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Z RWY 29

NEWARK LIBERTY INTL (EWR)

▼ RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

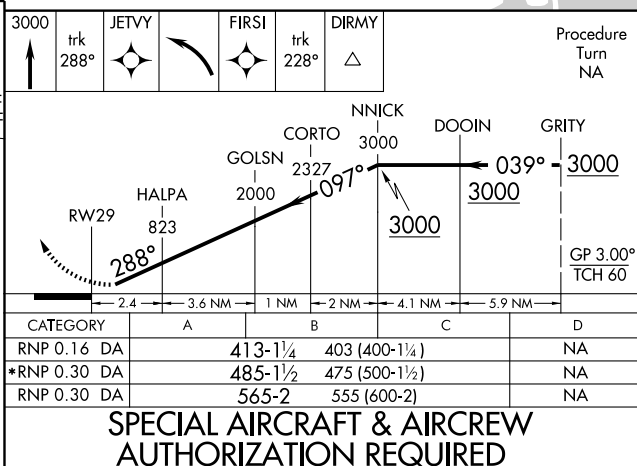
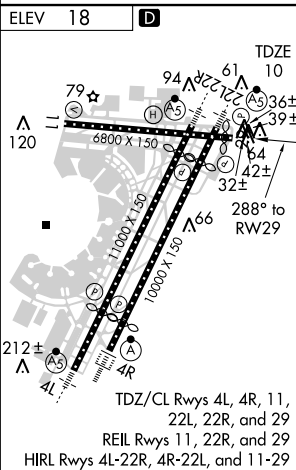
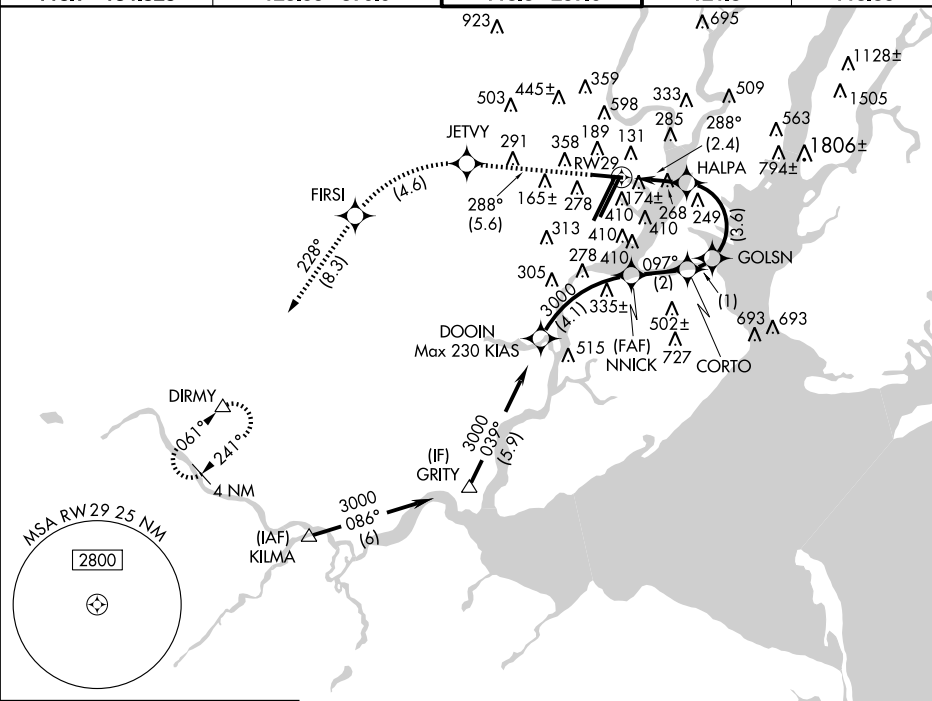
NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

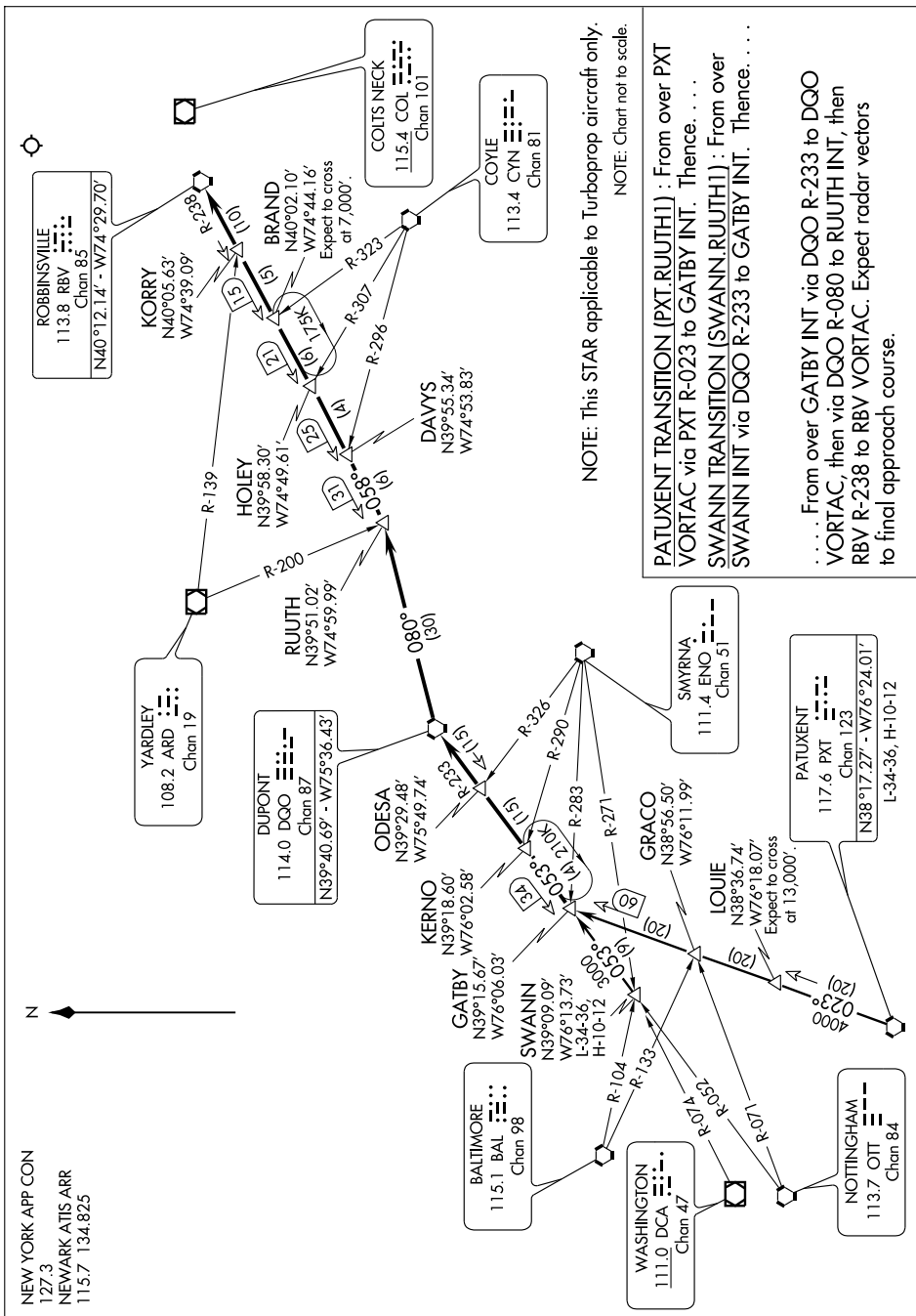
GND CON
121.8

CLNC DEL
118.85



RUUTH ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010



RUUTH ONE ARRIVAL

NE-2, 23 SEP 2010 to 21 OCT 2010

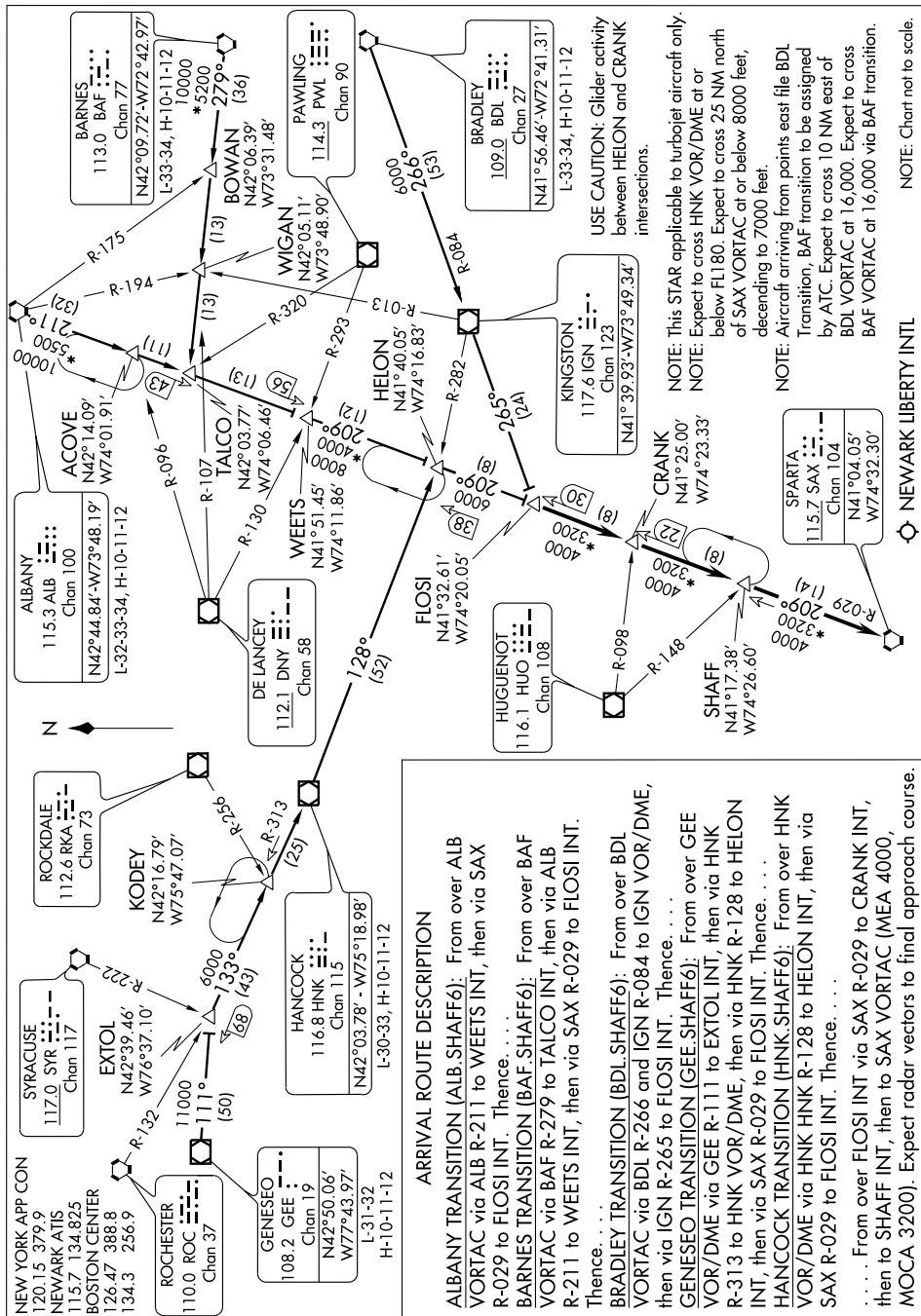
SHAFF SIX ARRIVAL

ST-285 (FAA)

NEWARK LIBERTY INTL

NEWARK, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

SHAFF SIX ARRIVAL

(SHAFF.SHAFF6) 09071

NEWARK, NEW JERSEY

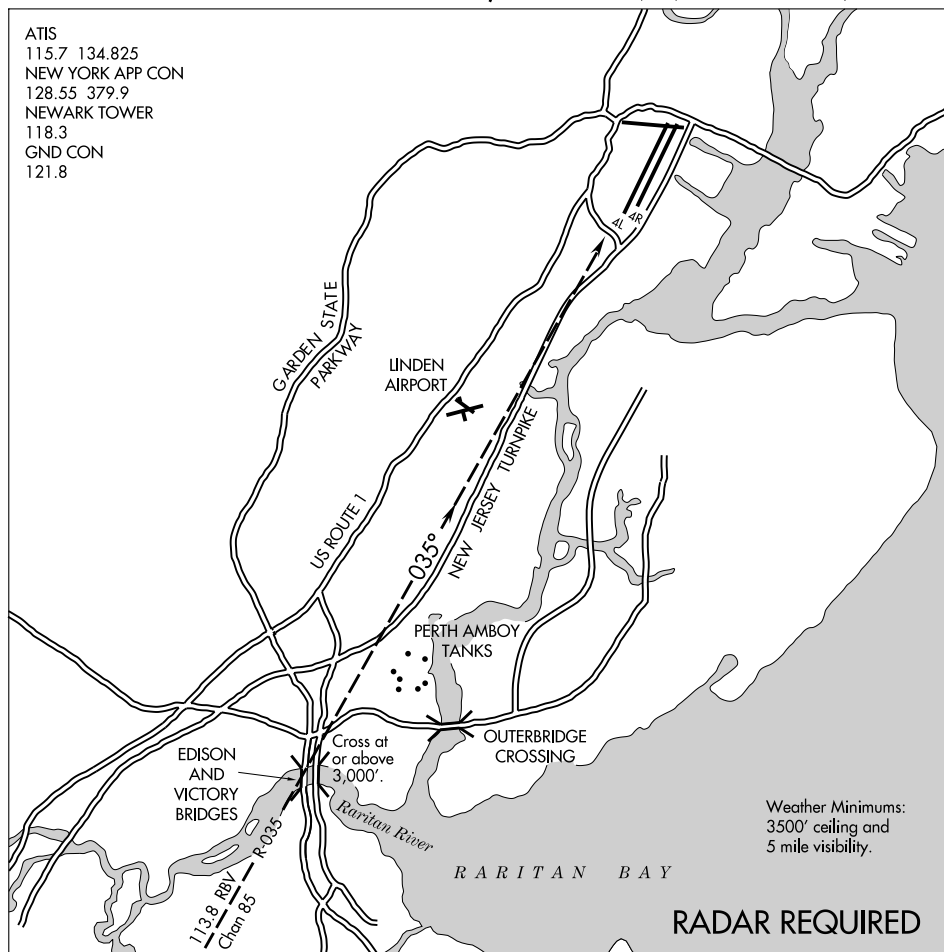
NEWARK LIBERTY INTL

TURNPIKE VISUAL RUNWAY 4L/4R

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS
115.7 134.825
NEW YORK APP CON
128.55 379.9
NEWARK TOWER
118.3
GND CON
121.8



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

TURNPIKE VISUAL RUNWAY 4L/4R

40°42'N-74°10'W

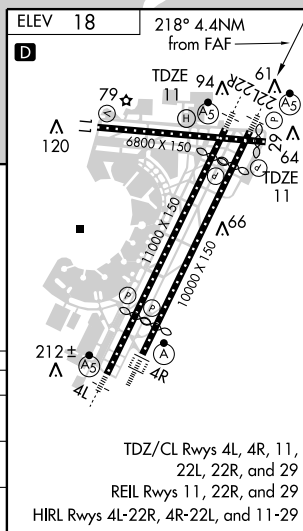
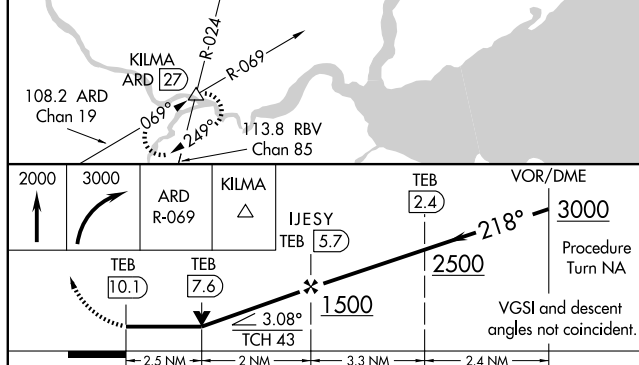
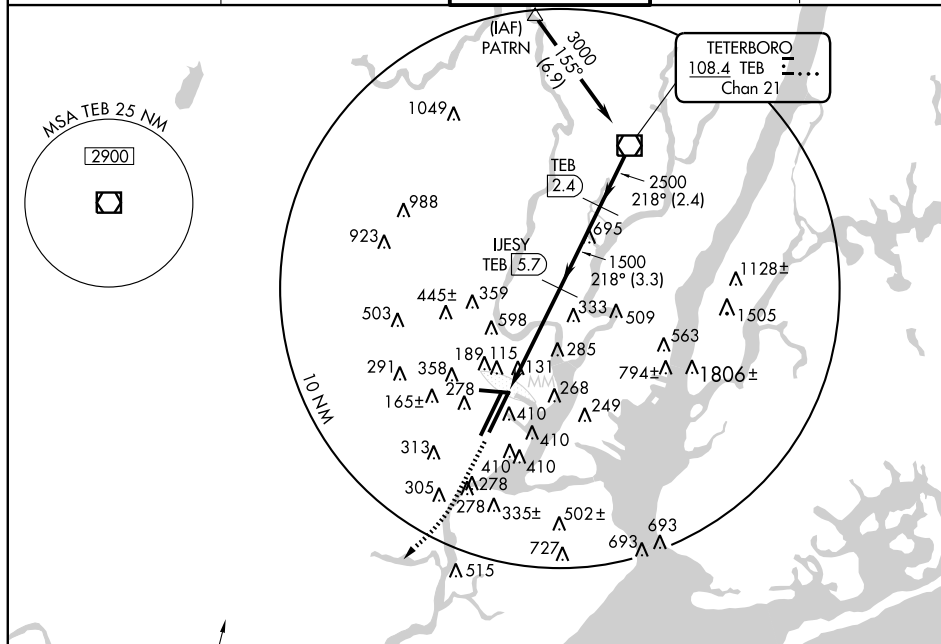
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

VOR/DME TEB	APP CRS	Rwy Idg	22L	22R
108.4 Chan 21	218°	8206 9560 TDZE 11 11 Apt Elev 18 18		

VOR/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

			MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.	
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85



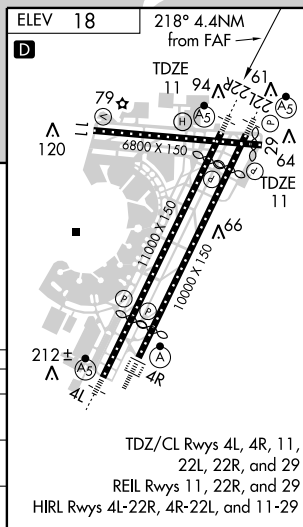
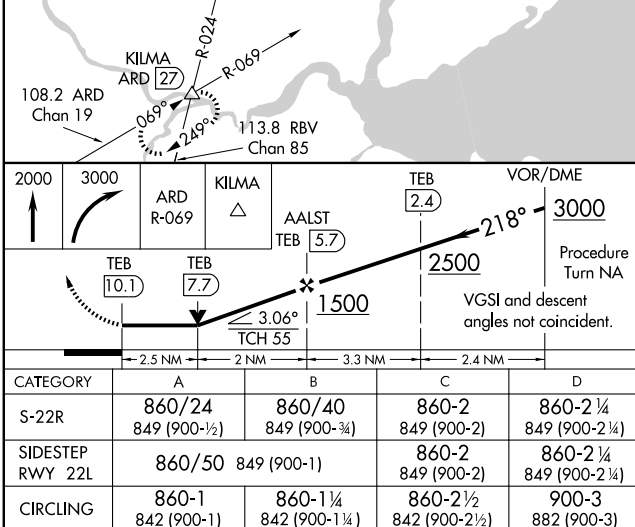
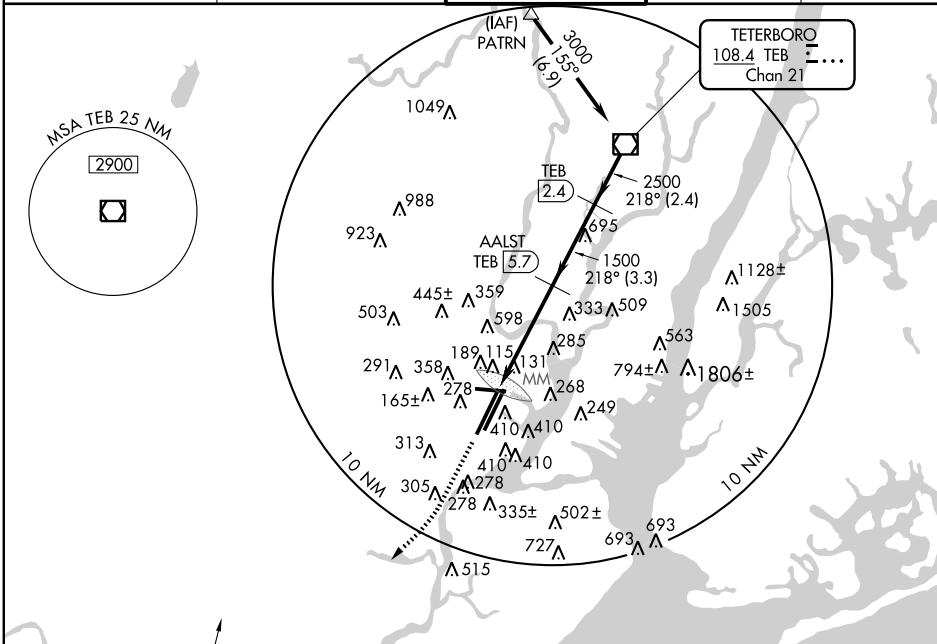
CATEGORY	A	B	C	D
S-22L	840/40 829 (900-¾)		840-2 829 (900-2)	840-2¼ 829 (900-2¼)
SIDESTEP RWY 22R	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	840-1 822 (900-1)	840-1¼ 822 (900-1¼)	840-2½ 822 (900-2½)	900-3 882 (900-3)

VOR/DME	TEB	APP CRS	Rwy Idg	22R	22L
108.4		218°		9560	8206
Chan 21			TDZE	11	11
			Apt Elev	18	18

VOR/DME RWY 22R

NEWARK LIBERTY INTL (EWR)

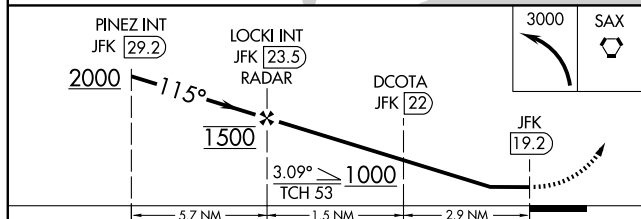
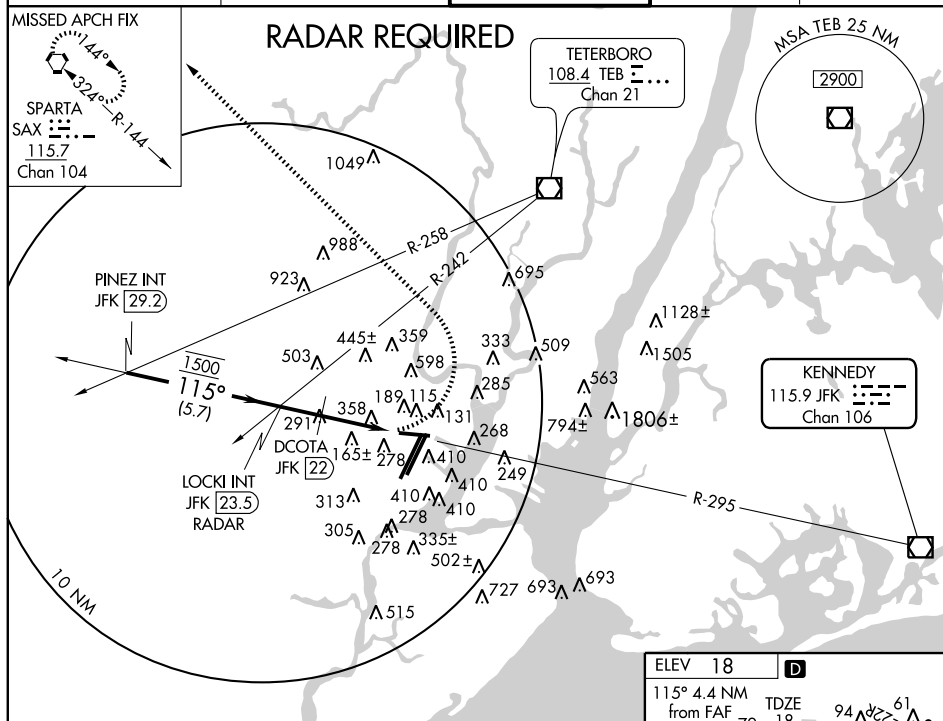
 	22R MALSR 	22L MALSR 	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.		
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



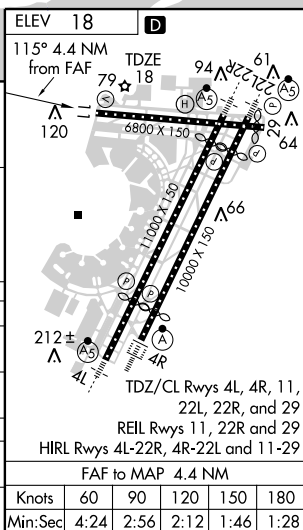
VOR/DME JFK	APP CRS	Rwy ldg	6800
115.9	115°	TDZE	18
Chan 106		Apt Elev	18

VOR RWY 11
NEWARK LIBERTY INTL (EWR)

 		MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.		
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85



CATEGORY	A	B	C	D
S-11	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3	982 (1000-3)
CIRCLING	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3	982 (1000-3)
DCOTA DME MINIMUMS				
S-11	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	860-2¾ 842 (900-2¾)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

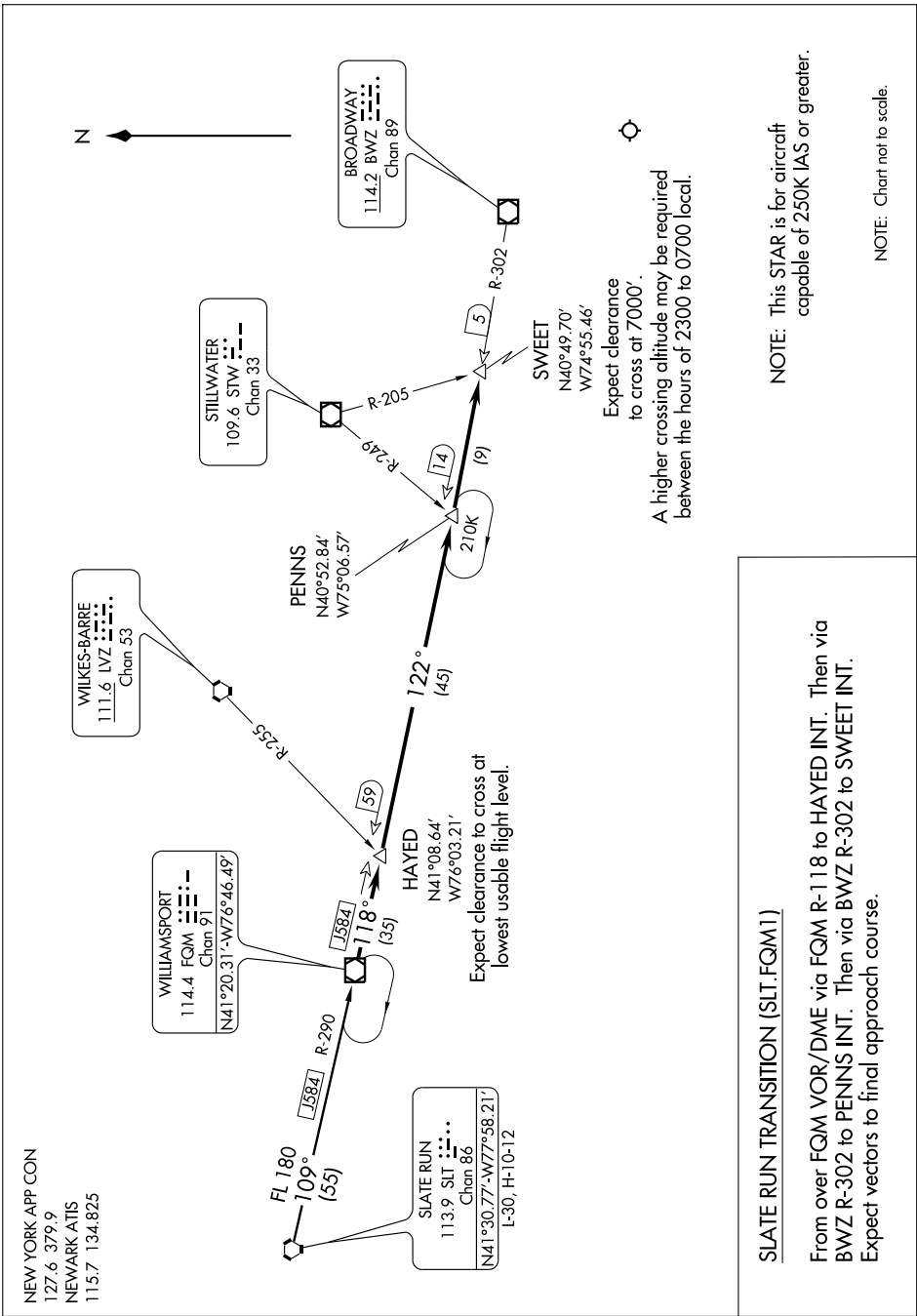


(FQM.FQM1) 07298

WILLIAMSPORT ONE ARRIVAL

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



WILLIAMSPORT ONE ARRIVAL

(FQM.FQM1) 07298

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

NE-2, 23 SEP 2010 to 21 OCT 2010

NEWTON (3N5) 3 S UTC-5(-4DT) N41°01.64' W74°45.51'

NEW YORK

620 NOTAM FILE MIV

RWY 06-24: H2546X45 (ASPH)

RWY 06: Tree. RWY 24: Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC-5(-4DT) N39°15.81' W74°36.45'

WASHINGTON

5 FUEL 100LL NOTAM FILE MIV

L-34G

RWY 06-24: H2977X60 (ASPH) S-12.5 MIRL

IAP

RWY 06: PAPI(P2R)—GA 3.5° TCH 40'. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun-Sep 1300-0100Z†, winter 1300-2100Z†. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609-398-0705. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ ATLANTIC CITY APP/DEP CON 124.6 CLNC DEL 133.6

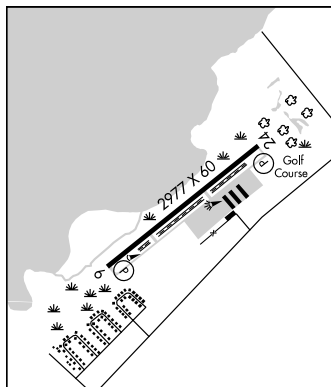
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74° 58.03' 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35'

W74°34.58' 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC-5(-4DT) N40°19.79' W74°20.81'

NEW YORK

87 B S4 FUEL 100LL NOTAM FILE MIV

L-34H

RWY 06-24: H3594X50 (ASPH) MIRL 0.6% up NE

IAP

RWY 06: REIL. VASI(NSTD). Thld dspcd 600'. Trees.

RWY 24: REIL. VASI(NSTD). Thld dspcd 400'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06-24. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ McGUIRE APP/DEP CON 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79' W74°09.05' NOTAM FILE MIV.

NEW YORK

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°-040° beyond 15 NM.

COPTER

L-33B, 34H

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC-5(-4DT) N39°44.13' W75°23.86'

WASHINGTON

40 B S4 FUEL 100LL NOTAM FILE MIV

L-34G, A

RWY 07-25: H2419X60 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20'. Thld dspcd 198'. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800-354-9884

Ⓡ PHILADELPHIA APP/DEP CON 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

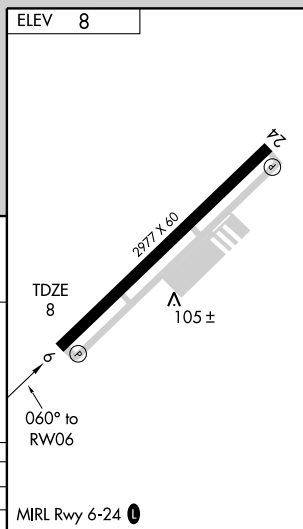
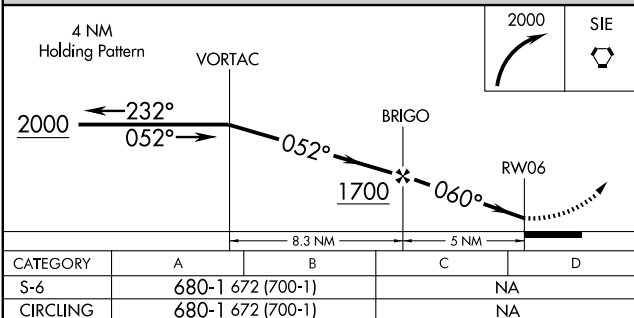
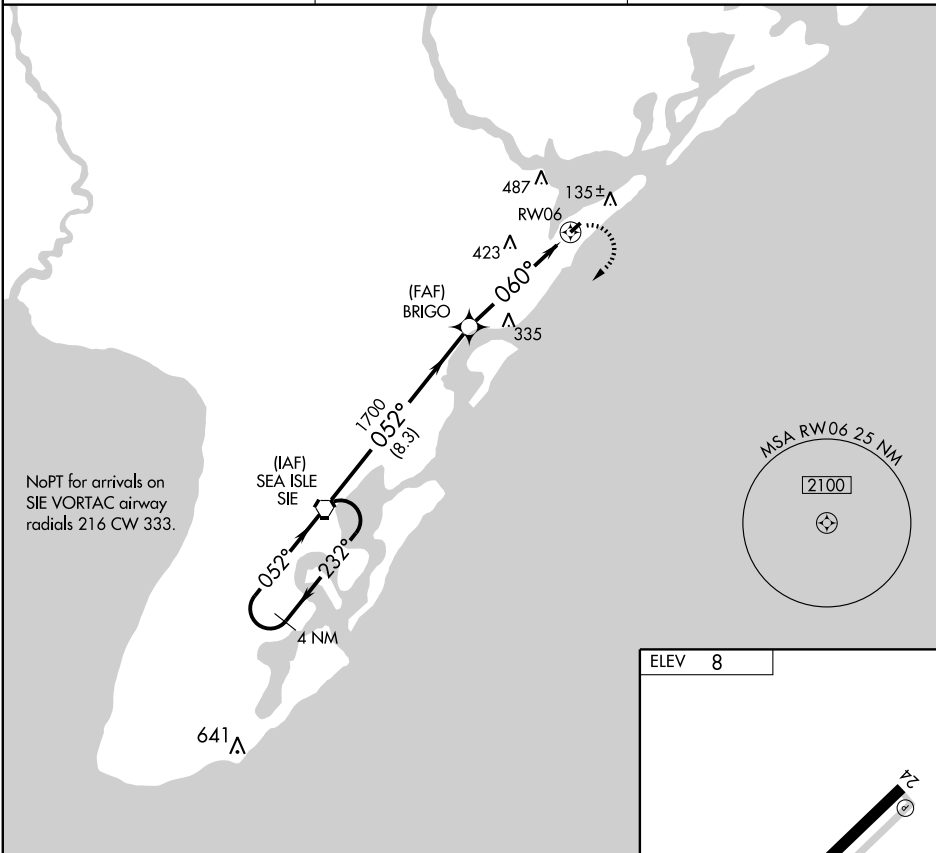
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16' W75°18.18' 334° 7.4 NM to fld. 140/10W.

APP CRS 060°	Rwy Idg TDZE Apt Elev	2977 8 8
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GPS RWY 6
OCEAN CITY MUNI (26N)

▲ NA	Use Atlantic City Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.
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ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
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VORTAC VCN 115.2 Chan 99	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 8
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VOR-A
OCEAN CITY MUNI (26N)

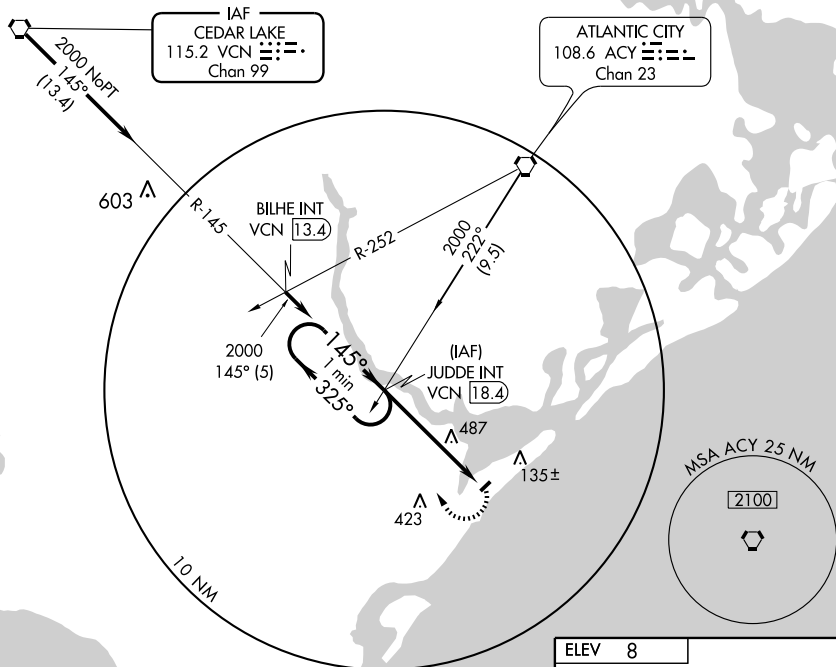
▲ NA Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDGE Int and hold.

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
133.6

UNICOM
122.7 (CTAF) 0



ELEV **8**

One Minute
Holding Pattern

JUDGE INT
VCN **18.4**

2000

← 325°
→ 145°

145°

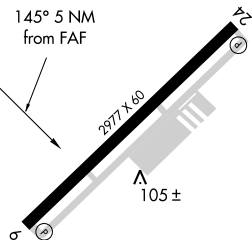
2000
VCN R-145
115.2

JUDGE INT

VCN
23.4

5 NM

145° 5 NM
from FAF



MIRL Rwy 6-24 0

CATEGORY	A	B	C	D
CIRCLING	840-1 832 (900-1)	840-1¼ 832 (900-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NEWTON (3N5) 3 S UTC-5(-4DT) N41°01.64' W74°45.51'

NEW YORK

620 NOTAM FILE MIV

RWY 06-24: H2546X45 (ASPH)

RWY 06: Tree. RWY 24: Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC-5(-4DT) N39°15.81' W74°36.45'

WASHINGTON

5 FUEL 100LL NOTAM FILE MIV

L-34G

RWY 06-24: H2977X60 (ASPH) S-12.5 MIRL

IAP

RWY 06: PAPI(P2R)—GA 3.5° TCH 40'. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun-Sep 1300-0100Z†, winter 1300-2100Z†. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609-398-0705. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ ATLANTIC CITY APP/DEP CON 124.6 CLNC DEL 133.6

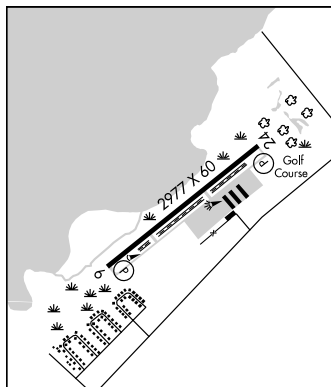
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74° 58.03' 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35'

W74°34.58' 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC-5(-4DT) N40°19.79' W74°20.81'

NEW YORK

87 B S4 FUEL 100LL NOTAM FILE MIV

L-34H

RWY 06-24: H3594X50 (ASPH) MIRL 0.6% up NE

IAP

RWY 06: REIL. VASI(NSTD). Thld dsplcd 600'. Trees.

RWY 24: REIL. VASI(NSTD). Thld dsplcd 400'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06-24. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ McGUIRE APP/DEP CON 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79' W74°09.05' NOTAM FILE MIV.

NEW YORK

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°-040° beyond 15 NM.

COPTER

L-33B, 34H

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC-5(-4DT) N39°44.13' W75°23.86'

WASHINGTON

40 B S4 FUEL 100LL NOTAM FILE MIV

L-34G, A

RWY 07-25: H2419X60 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20'. Thld dsplcd 198'. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800-354-9884

Ⓡ PHILADELPHIA APP/DEP CON 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16' W75°18.18' 334° 7.4 NM to fld. 140/10W.

APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

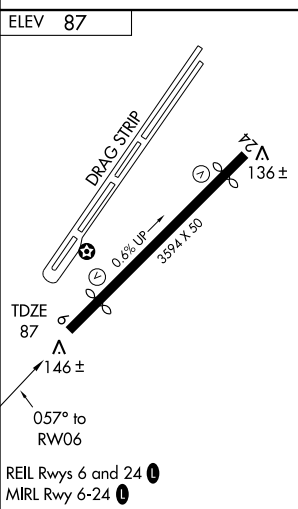
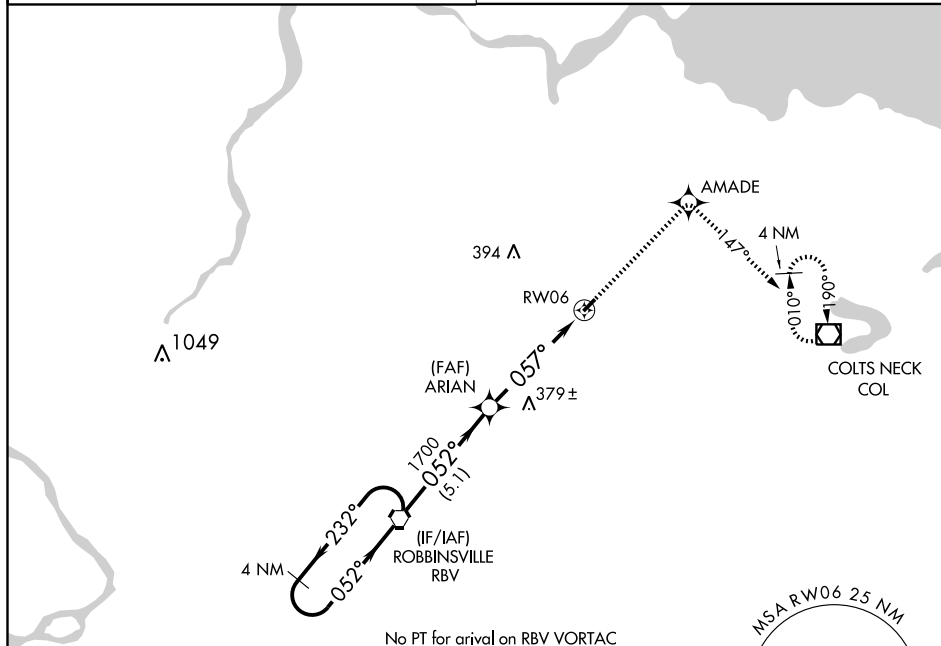
RNAV (GPS) RWY 6 OLD BRIDGE (3N6)

NA Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

MC GUIRE APP CON
124.15 363.8

UNICOM
123.075 (CTAF) 0



4 NM Holding Pattern				2000	AMADE	track 147°	COL
RBV				ARIAN			
1700				1700			
232°				052°			
052°				057°			
5.1 NM				4.9 NM			
CATEGORY	A		B		C		
LNAV MDA	660-1		573 (600-1)		NA		
CIRCLING	660-1		573 (600-1)		NA		

APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

RNAV (GPS) RWY 24

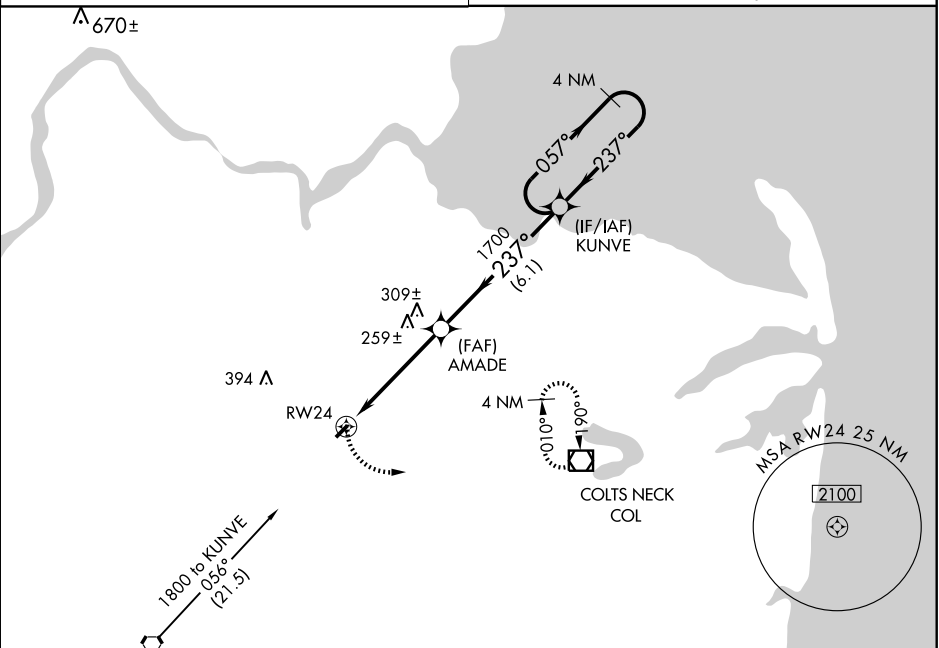
OLD BRIDGE (3N6)

NA Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

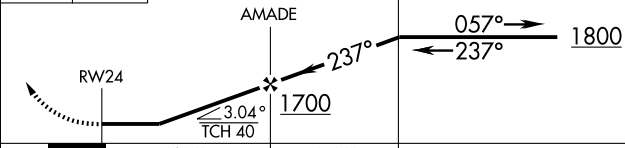
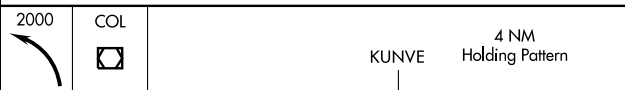
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON
124.15 363.8

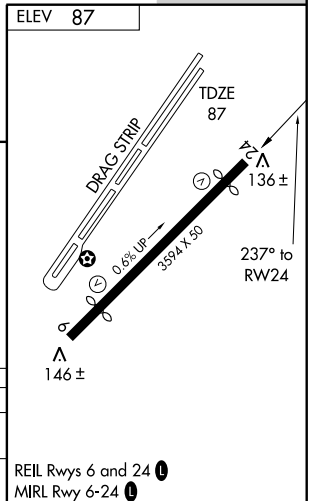
UNICOM
123.075 (CTAF) 0



Procedure NA for arrivals on RBV VORTAC airway radials 001 CW 054.



CATEGORY	A	B	C	D
LNAV MDA	560-1	473 (500-1)	NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	



VORTAC RBV
113.8
Chan 85

APP CRS
232°

Rwy Idg
TDZE
Apt Elev

3194
87
87

VOR RWY 24
OLD BRIDGE (3N6)

▼ Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

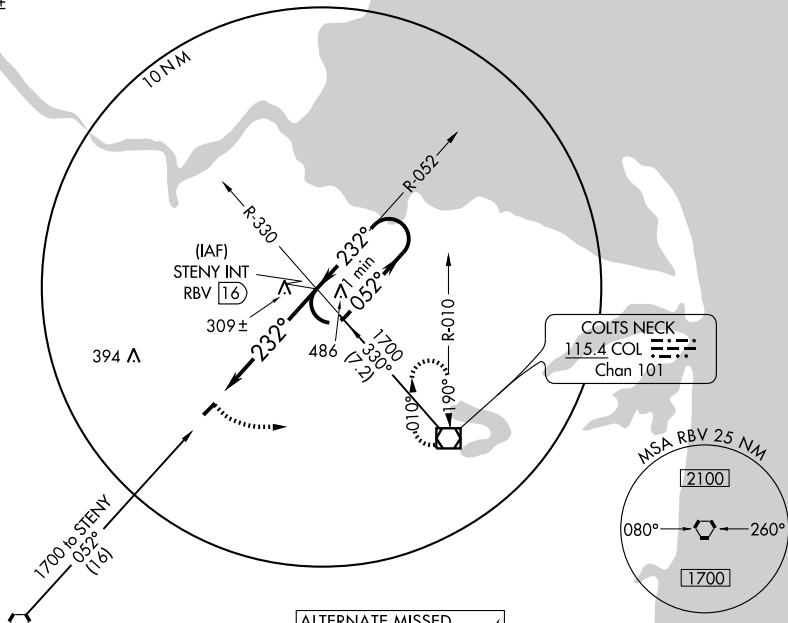
▲ NA

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON
124.15 363.8

UNICOM
123.075 (CTAF) ①

△ 670±



ALTERNATE MISSED
APCH FIX

ROBBINSVILLE
RBV 113.8
Chan 85

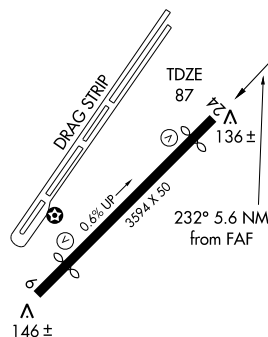
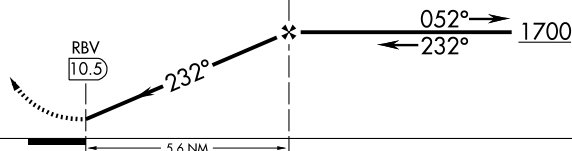
ELEV 87

2000

COL
115.4

STENY INT
RBV 16

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-24	600-1	513 (600-1)	NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

REIL Rwy 6 and 24 ①

MIRL Rwy 6-24 ①

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NEWTON (3N5) 3 S UTC-5(-4DT) N41°01.64' W74°45.51'

NEW YORK

620 NOTAM FILE MIV

RWY 06-24: H2546X45 (ASPH)

RWY 06: Tree. RWY 24: Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC-5(-4DT) N39°15.81' W74°36.45'

WASHINGTON

5 FUEL 100LL NOTAM FILE MIV

L-34G

RWY 06-24: H2977X60 (ASPH) S-12.5 MIRL

IAP

RWY 06: PAPI(P2R)—GA 3.5° TCH 40'. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun-Sep 1300-0100Z†, winter 1300-2100Z†. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609-398-0705. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ ATLANTIC CITY APP/DEP CON 124.6 CLNC DEL 133.6

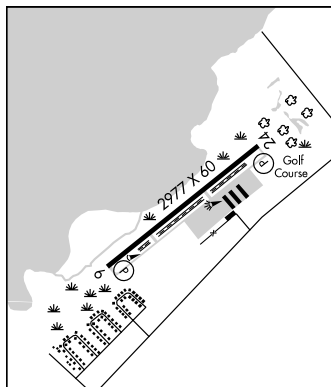
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26'

W74° 58.03' 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35'

W74°34.58' 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC-5(-4DT) N40°19.79' W74°20.81'

NEW YORK

87 B S4 FUEL 100LL NOTAM FILE MIV

L-34H

RWY 06-24: H3594X50 (ASPH) MIRL 0.6% up NE

IAP

RWY 06: REIL. VASI(NSTD). Thld dspcd 600'. Trees.

RWY 24: REIL. VASI(NSTD). Thld dspcd 400'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgth hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06-24. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ McGUIRE APP/DEP CON 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14' W74°29.70' 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79' W74°09.05' NOTAM FILE MIV.

NEW YORK

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°-040° beyond 15 NM.

COPTER

L-33B, 34H

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC-5(-4DT) N39°44.13' W75°23.86'

WASHINGTON

40 B S4 FUEL 100LL NOTAM FILE MIV

L-34G, A

RWY 07-25: H2419X60 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20'. Thld dspcd 198'. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800-354-9884

Ⓡ PHILADELPHIA APP/DEP CON 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16' W75°18.18' 334° 7.4 NM to fld. 140/10W.

APP CRS	Rwy Idg	2221
074°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 7

PEDRICKTOWN/SPITFIRE AERODROME (7N7)

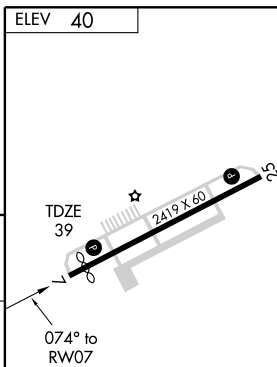
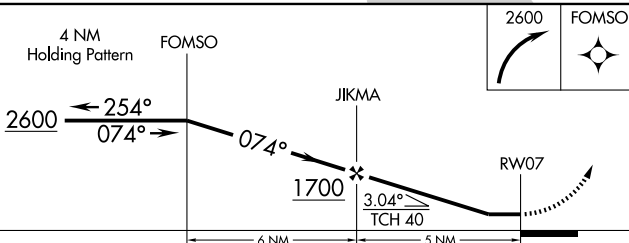
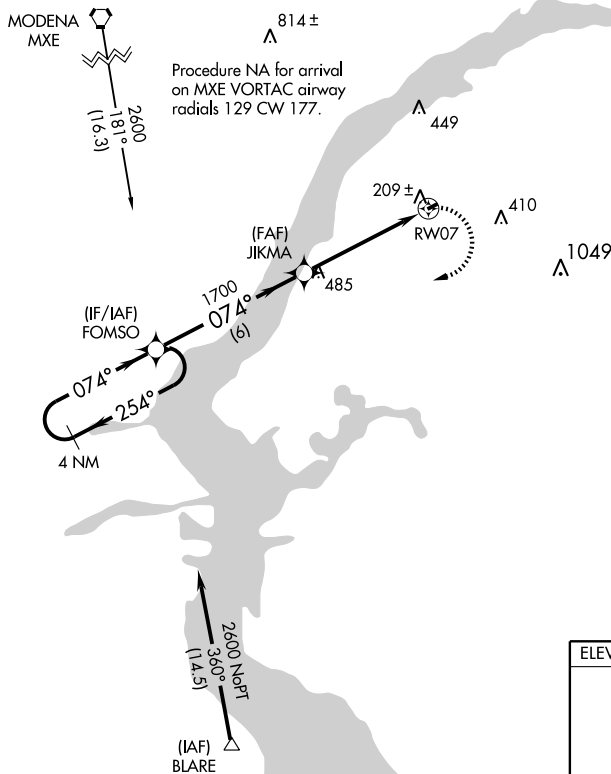
▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA Use Philadelphia Intl altimeter setting.
 Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

PHILADELPHIA ASOS
122.95

PHILADELPHIA APP CON
119.75 269.25

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	540-1	501 (500-1)		NA
CIRCLING	600-1	560 (600-1)		NA

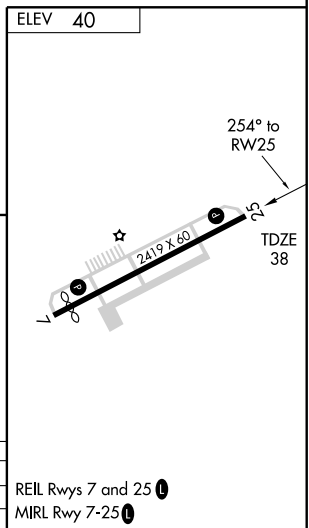
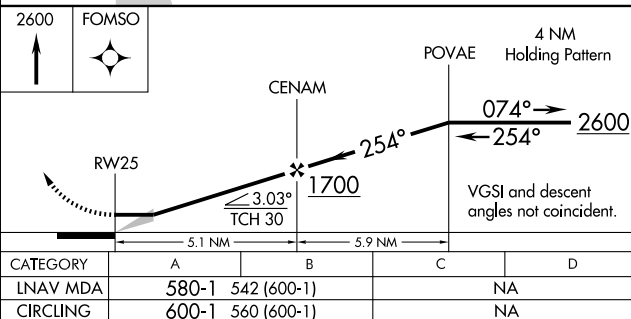
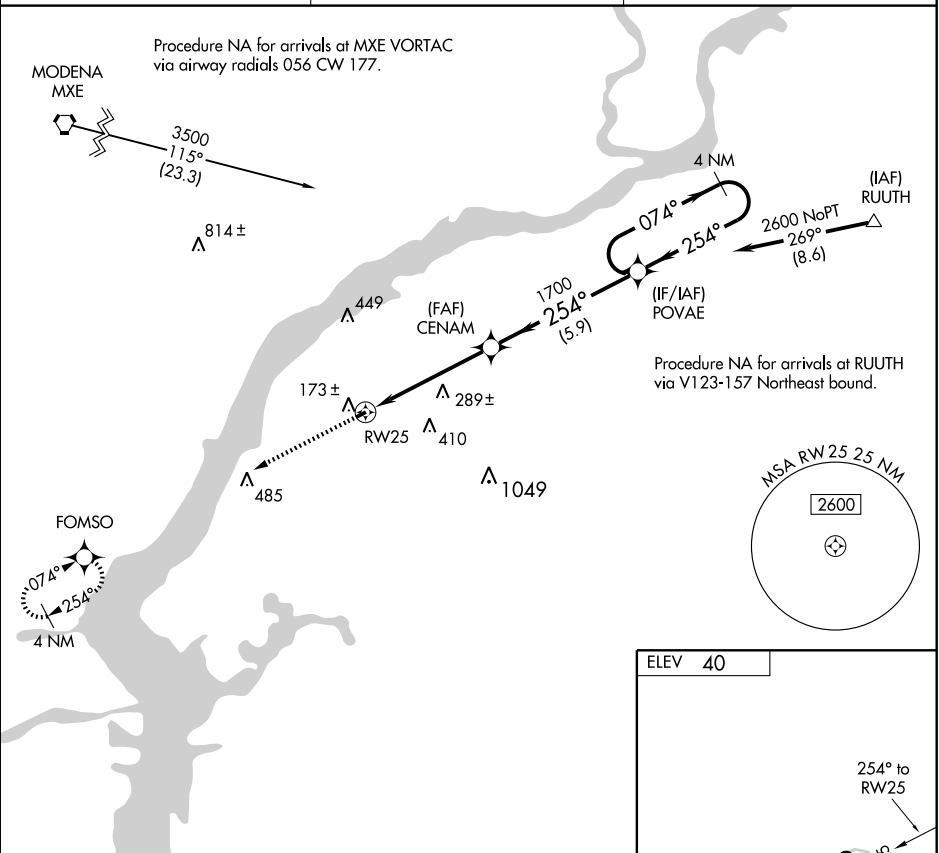
REIL Rwy 7 and 25 **1**
 MIRL Rwy 7-25 **1**

APP CRS	Rwy Idg	2419
254°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 25

PEDRICKTOWN/SPITFIRE AERODROME (7N7)

<div><div><div></div><div></div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting.</div>	MISSED APPROACH: Climb to 2600 direct FOMSO and hold.	
PHILADELPHIA ASOS 122.95	PHILADELPHIA APP CON 119.75 269.25	UNICOM 122.7 (CTAF) 0



PITTSSTOWN

ALEXANDRIA (N85) 2 W UTC-5(-4DT) N40°35.26' W75°01.17'

480 B S4 FUEL 100LL, JET A NOTAM FILE MIV

RWY 08-26: H2550X60 (ASPH) MIRL 0.7% up E

RWY 08: PAPI(P2R)—GA 3.0° TCH 20'. Tree.

RWY 26: PAPI(P2L)—GA 4.5° TCH 20'. Tree.

RWY 13-31: 1804X100 (ASPH-TURF) 0.8% up SE

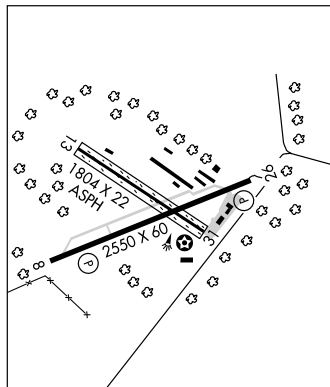
RWY 13: Tree. RWY 31: Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 13-31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed-wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08-26 and rotating beacon—121.8. Taxi on pavement only.

COMMUNICATIONS: CTAF/UNICOM 122.975
 Ⓡ ALLENTOWN APP/DEP CON 124.45 (Above 3000') 118.2 (3000' and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98'
 W74°44.51' 281° 12.7 NM to fld. 190/10W. HIWAS.

NEW YORK
 L-33A, 34H
 IAP



SKY MANOR (N40) 2 SW UTC-5(-4DT) N40°33.95' W74°58.76'

560 S4 FUEL 100LL TPA—See Remarks NOTAM FILE MIV

RWY 07-25 H2900X50 (ASPH) MIRL 0.3% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Thld dsplcd 878'. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29'. P-line.

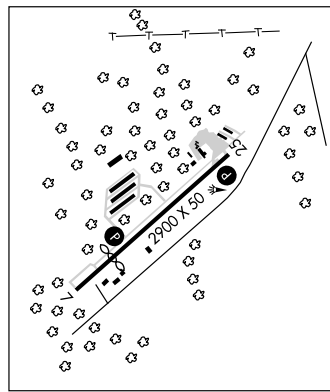
AIRPORT REMARKS: Attended continuously. 24 hr self-serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07-25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975
 Ⓡ ALLENTOWN APP/DEP CON 124.45 (Above 3000') 118.2 (3000' and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98'
 W74°44.51' 275° 10.9 NM to fld. 190/10W. HIWAS.

NEW YORK
 L-33A, 34H
 IAP



VOR/DME SBJ	APP CRS	Rwy Idg	2022
112.9	093°	TDZE	560
Chan 76		Apt Elev	560

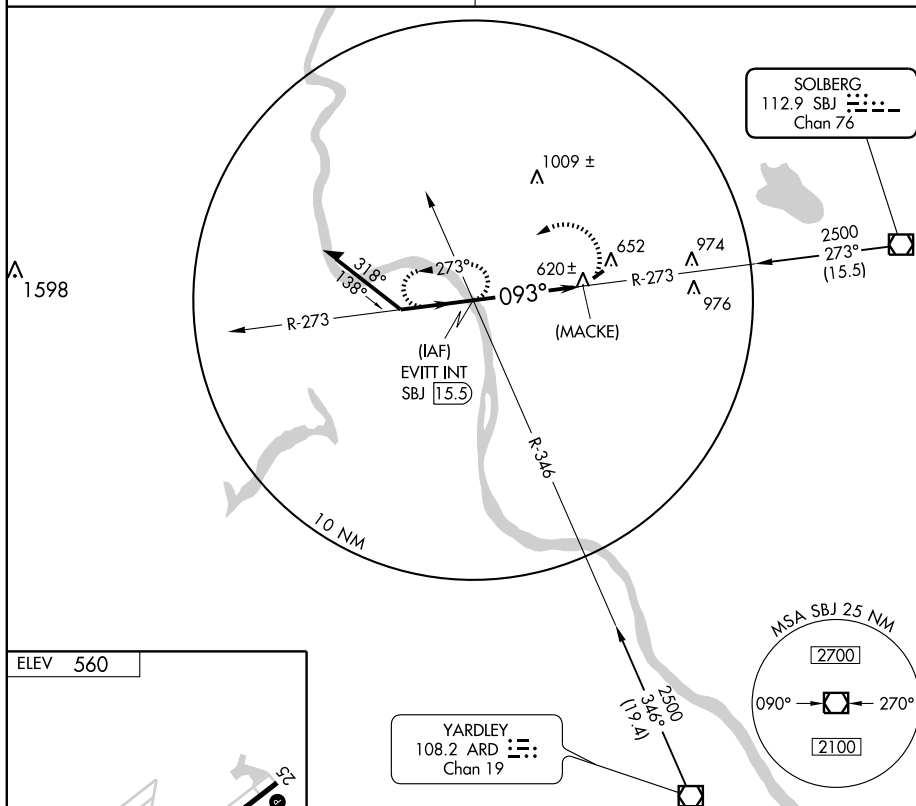
VOR or GPS RWY 7
PITTSTOWN/ SKY MANOR (N40)

T
A NA Use Allentown, PA altimeter setting.

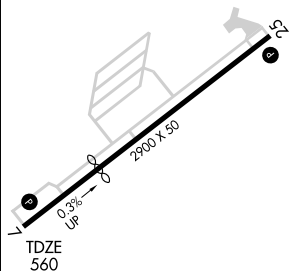
MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) **L**



ELEV	560
------	-----



MIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

Remain
within 5 NM

2500

EVITT INT
SBJ 15.5(MACKE)
SBJ 11.5

2500

SBJ R-273
112.9

INT

CATEGORY	A	B	C	D
S-7	960-1 400 (400-1)	NA		
CIRCLING	1100-1 540 (600-1)	NA		

PITTSTOWN, NEW JERSEY

Amdt 2A 10154

40°34'N - 74°59'W

PITTSTOWN/ SKY MANOR (N40)

VOR or GPS RWY 7

NE-2. 23 SEP 2010 to 21 OCT 2010

PITTSSTOWN

ALEXANDRIA (N85) 2 W UTC-5(-4DT) N40°35.26' W75°01.17'

480 B S4 FUEL 100LL, JET A NOTAM FILE MIV

RWY 08-26: H2550X60 (ASPH) MIRL 0.7% up E

RWY 08: PAPI(P2R)—GA 3.0° TCH 20'. Tree.

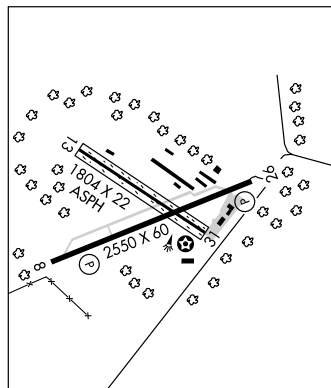
RWY 26: PAPI(P2L)—GA 4.5° TCH 20'. Tree.

RWY 13-31: 1804X100 (ASPH-TURF) 0.8% up SE

RWY 13: Tree. RWY 31: Tree.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 13-31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed-wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08-26 and rotating beacon—121.8. Taxi on pavement only.

COMMUNICATIONS: CTAF/UNICOM 122.975
 Ⓡ ALLENTOWN APP/DEP CON 124.45 (Above 3000') 118.2 (3000' and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
 SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98' W74°44.51' 281° 12.7 NM to fld. 190/10W. HIWAS.

NEW YORK
L-33A, 34H
IAP

SKY MANOR (N40) 2 SW UTC-5(-4DT) N40°33.95' W74°58.76'

560 S4 FUEL 100LL TPA—See Remarks NOTAM FILE MIV

RWY 07-25 H2900X50 (ASPH) MIRL 0.3% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Thld dspcd 878'. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29'. P-line.

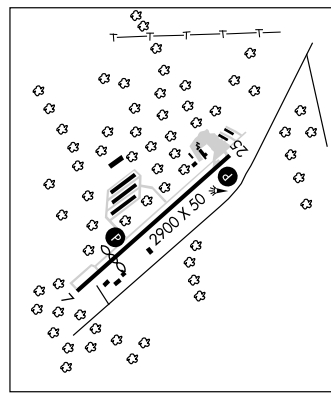
AIRPORT REMARKS: Attended continuously. 24 hr self-serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07-25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ ALLENTOWN APP/DEP CON 124.45 (Above 3000') 118.2 (3000' and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98' W74°44.51' 275° 10.9 NM to fld. 190/10W. HIWAS.

NEW YORK
L-33A, 34H
IAP

VOR/DME SBJ 112.9 Chan 76	APP CRS 100°	Rwy Idg TDZE Apt Elev	2550 480 480
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VOR or GPS RWY 8

PITTSBOWN/ ALEXANDRIA (N85)

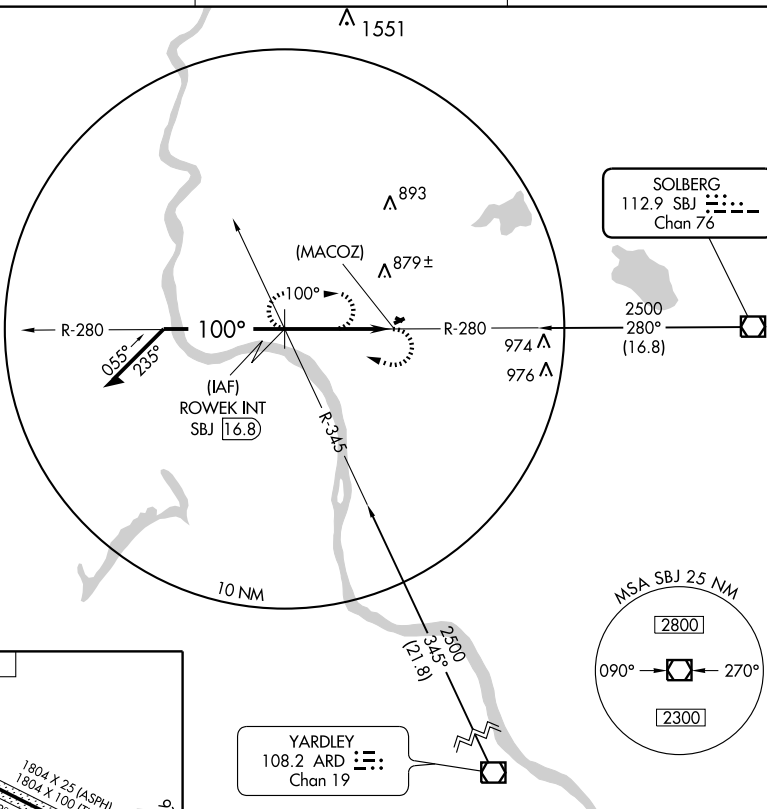


Use Lehigh Valley Intl Allentown, PA altimeter setting.
Procedure not authorized at night.

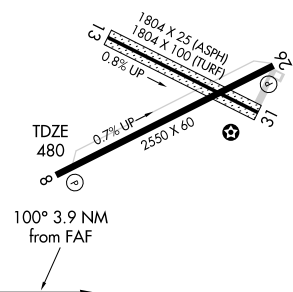
MISSED APPROACH: Climbing right turn to
2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON
124.45 397.7

UNICOM
122.975 (CTAF)

121.8 0

ELEV 480

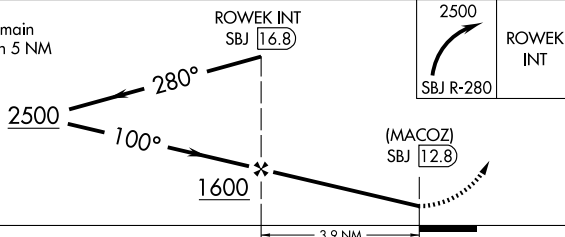


MIRL Rwy 8-26 0

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

Remain
within 5 NM



CATEGORY	A	B	C	D
S-8	1340-1 860 (900-1)		NA	
CIRCLING	1340-1 860 (900-1)		NA	

PITTSBOWN, NEW JERSEY

Amdt 1A 09351

40°34'N - 74°59'W

PITTSBOWN/ ALEXANDRIA (N85)

VOR or GPS RWY 8

PRINCETON/ROCKY HILL**PRINCETON** (39N) 3 N UTC-5(-4DT) N40°23.95' W74°39.54'

128 B S4 FUEL 100LL, JET A TPA-1203(1075) NOTAM FILE MIV

RWY 10-28: H3499X75 (ASPH) S-15 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44'. Tree.

RWY 28: PAPI(P2L)—GA 3.0° TCH 42'. Thld displcd 369'. Bldg.

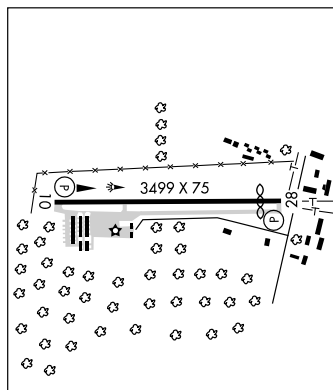
AIRPORT REMARKS: Attended 1300-dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900' MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10-28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10-28 and REIL Rwy 10-123.05.

COMMUNICATIONS: CTAF/UNICOM 122.725

⑧ NEW YORK APP/DEP CON 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20'
W74°54.46' 062° 14.4 NM to fld. 300/10W.

**RAINBOW** N39°25.10' W75°08.11' NOTAM FILE MIV.

NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni.

WASHINGTON

H-101, L-34G, A

READINGTON**SOLBERG-HUNTERDON** (N51) 1 NW UTC-5(-4DT) N40°34.98' W74°44.19'

195 S4 FUEL 100LL, JET A TPA-1200(1005) NOTAM FILE MIV

RWY 13-31: 3440X200 (TURF) 1.0% up NW

RWY 13: Tree. RWY 31: Trees.

RWY 04-22: 3735X50 (ASPH-TURF) MIRL 0.7% up NE

RWY 04: Thld displcd 735'. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400-2200Z+. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908-534-4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Displcd thld Rwy 04 735' turf, 180' wide. Rwy 04-22 turf portion avbl for txf. All rws no touch and go landings. All rws depart straight out to 1200' before turning. Rwy 04-22 MIRL on paved 3000 ft by 50 ft portion of rwy.

WEATHER DATA SOURCES: HIWAS 112.9 SBJ.**COMMUNICATIONS:** CTAF/UNICOM 122.8

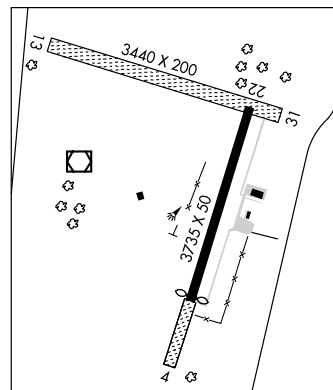
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

⑧ NEW YORK APP/DEP CON 132.8

GCO 121.725 (NEW YORK APP/DEP CON)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98'
W74°44.51' at fld. 190/10W. HIWAS.

COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800-645-3206.**RED LION** (See VINCENTOWN)**REDWING** (See JOBSTOWN)**ROBBINSVILLE** N40°12.14' W74°29.70' NOTAM FILE MIV.

(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton-Robbinsville. 248/10W.

VOR portion unusable:

135°-149° byd 12 NM blo 2500'

135°-149° byd 19 NM blo 3500'

150°-162° byd 24 NM blo 3500'

RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

163°-170° byd 12 NM blo 2500'

163°-170° byd 19 NM blo 3500'

135°-170° byd 27 NM blo 5000'

315°-360° byd 10 NM blo 3500'

NEW YORK

H-101, L-34H

WAAS CH 58216 W10A	APP CRS 102°	Rwy Idg TDZE Apt Elev 3499 128 128
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RNAV (GPS) RWY 10

PRINCETON (39N)

NA Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

MISSED APPROACH: Climb to 2700 direct JETOR and hold.

TRENTON MERCER ASOS
126.77

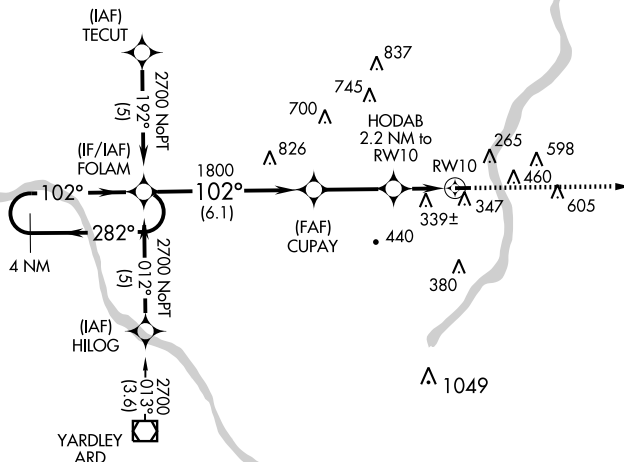
NEW YORK APP CON
132.8 379.9

UNICOM
122.725 (CTAF)

123.05

2700
244°
(9.9)
SOLBERG
SBJ

Procedure NA for arrivals on SBJ VOR/DME
airway radials 237 CW 295.



Procedure NA for arrival at ARD VOR/DME
via V214-433 southwest bound.

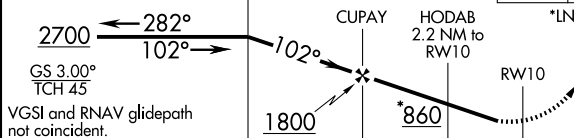
4 NM
Holding Pattern

FOLAM

2700

JETOR

*LNAV only



GS 3.00°
TCH 45
VGSI and RNAV glidepath
not coincident.

TDZE

128

102° to
RWY 10



CATEGORY	A	B	C	D
LPV DA	414-1	286 (300-1)		NA
LNAV/ VNAV DA	873-2 ³ / ₄	745 (800-2 ³ / ₄)		NA
LNAV MDA	640-1	512 (600-1)	640-1 ¹ / ₂ 512 (600-1 ¹ / ₂)	NA
CIRCLING	780-1	652 (700-1)	860-2 732 (800-1)	NA

MIRL Rwy 10-28
REIL Rwy 10

APP CRS 282°	Rwy Idg TDZE Apt Elev	3130 128 128
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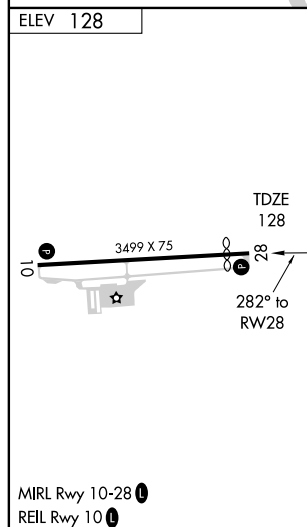
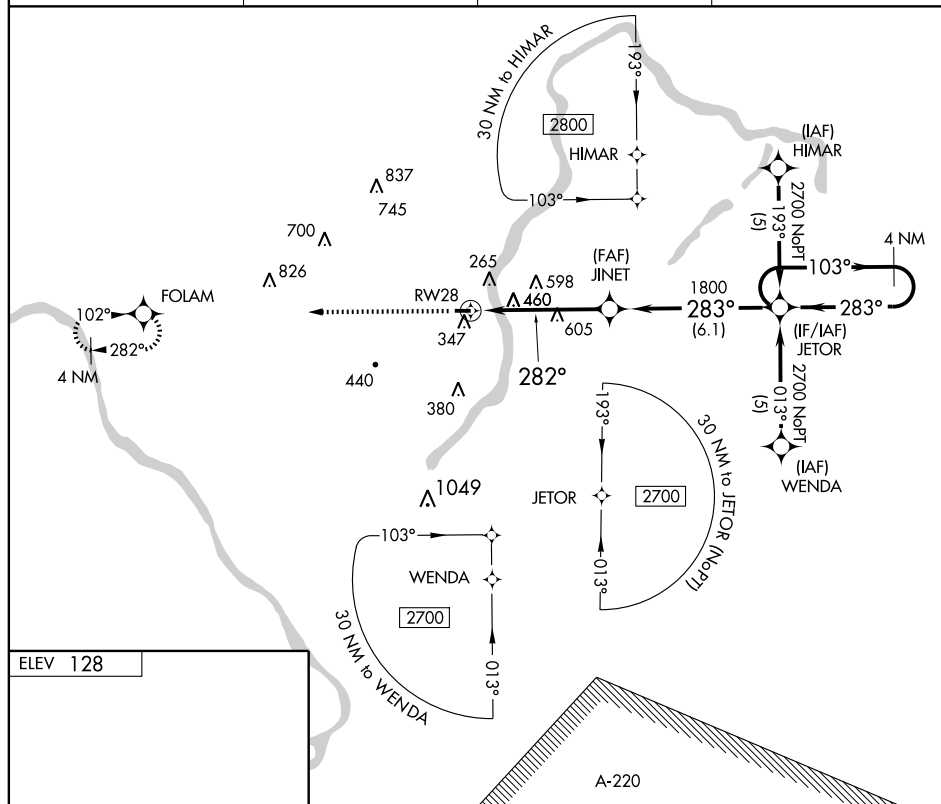
RNAV (GPS) RWY 28

PRINCETON (39N)

▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

TRENTON MERCER ASOS 126.77	NEW YORK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05
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PRINCETON (ROCKY HILL), NEW JERSEY

Orig 10098

40°24'N - 74°40'W

RNAV (GPS) RWY 28

NE-2, 23 SEP 2010 to 21 OCT 2010

VOR/DME SBJ 112.9 Chan 76	APP CRS 171°	Rwy Idg TDZE Apt Elev	NA NA 128
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VOR-A
PRINCETON (39N)

▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.
▲ NA

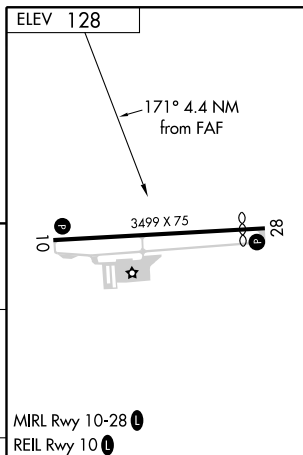
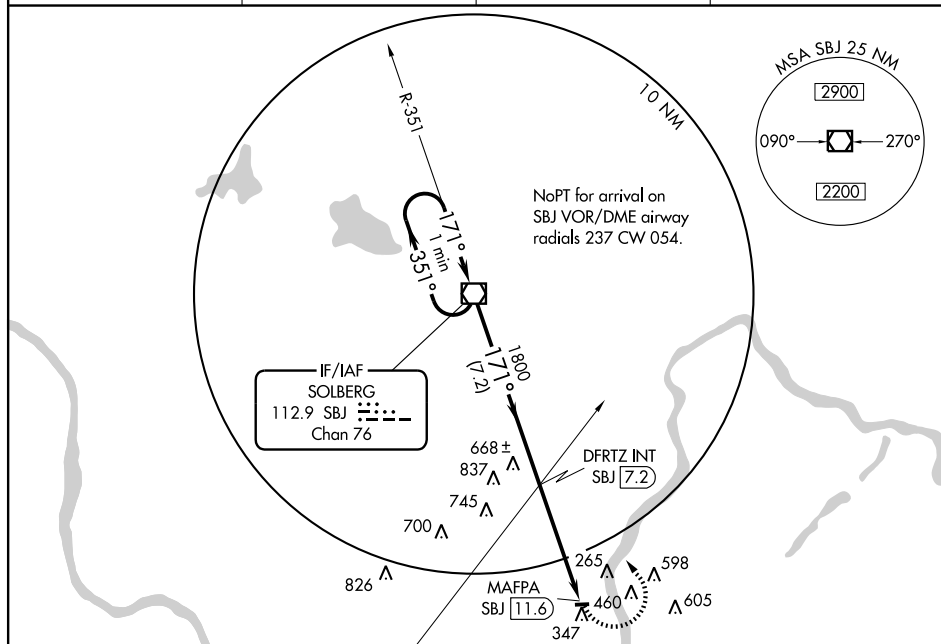
MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS
126.77

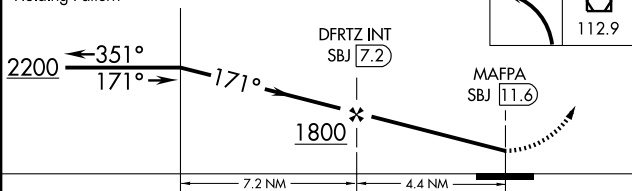
NEW YORK APP CON
132.8 379.9

UNICOM
122.725 (CTAF)

123.05 ①



One Minute Holding Pattern VOR/DME



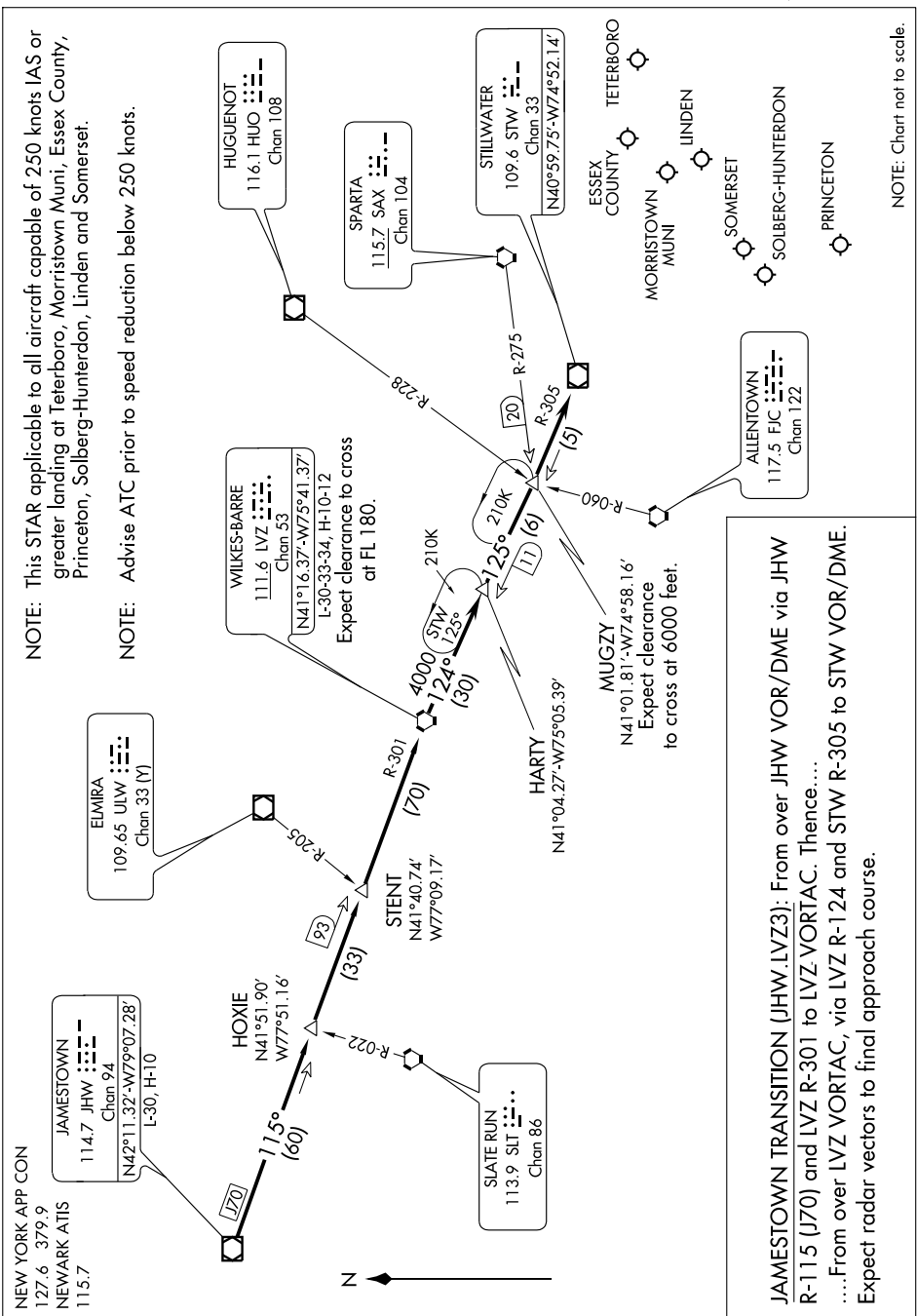
CATEGORY	A	B	C	D
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

PRINCETON/ROCKY HILL**PRINCETON** (39N) 3 N UTC-5(-4DT) N40°23.95' W74°39.54'

128 B S4 FUEL 100LL, JET A TPA-1203(1075) NOTAM FILE MIV

RWY 10-28: H3499X75 (ASPH) S-15 MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44'. Tree.

RWY 28: PAPI(P2L)—GA 3.0° TCH 42'. Thld dspcd 369'. Bldg.

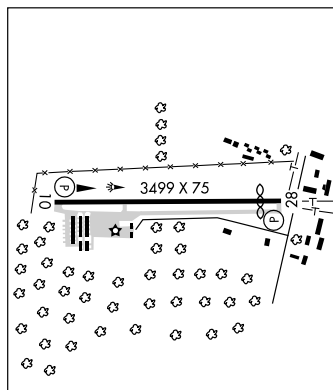
AIRPORT REMARKS: Attended 1300-dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900' MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10-28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10-28 and REIL Rwy 10-123.05.

COMMUNICATIONS: CTAF/UNICOM 122.725

⑧ NEW YORK APP/DEP CON 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20'
W74°54.46' 062° 14.4 NM to fld. 300/10W.

**RAINBOW** N39°25.10' W75°08.11' NOTAM FILE MIV.

NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni.

WASHINGTON

H-101, L-34G, A

READINGTON**SOLBERG-HUNTERDON** (N51) 1 NW UTC-5(-4DT) N40°34.98' W74°44.19'

195 S4 FUEL 100LL, JET A TPA-1200(1005) NOTAM FILE MIV

RWY 13-31: 3440X200 (TURF) 1.0% up NW

RWY 13: Tree. RWY 31: Trees.

RWY 04-22: 3735X50 (ASPH-TURF) MIRL 0.7% up NE

RWY 04: Thld dspcd 735'. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400-2200Z+. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908-534-4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dspcd thld Rwy 04 735' turf, 180' wide. Rwy 04-22 turf portion avbl for txf. All rws no touch and go landings. All rws depart straight out to 1200' before turning. Rwy 04-22 MIRL on paved 3000 ft by 50 ft portion of rwy.

WEATHER DATA SOURCES: HIWAS 112.9 SBJ.**COMMUNICATIONS:** CTAF/UNICOM 122.8

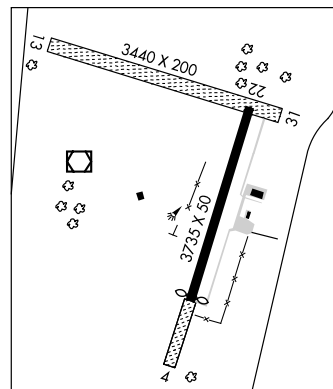
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

⑧ NEW YORK APP/DEP CON 132.8

GCO 121.725 (NEW YORK APP/DEP CON)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98'
W74°44.51' at fld. 190/10W. HIWAS.

COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800-645-3206.**RED LION** (See VINCENTOWN)**REDWING** (See JOBSTOWN)**ROBBINSVILLE** N40°12.14' W74°29.70' NOTAM FILE MIV.

(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton-Robbinsville. 248/10W.

VOR portion unusable:

135°-149° byd 12 NM blo 2500'

135°-149° byd 19 NM blo 3500'

150°-162° byd 24 NM blo 3500'

RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

163°-170° byd 12 NM blo 2500'

163°-170° byd 19 NM blo 3500'

135°-170° byd 27 NM blo 5000'

315°-360° byd 10 NM blo 3500'

NEW YORK

H-101, L-34H

APP CRS **039°**
Rwy Idg **3000**
TDZE **179**
Apt Elev **195**

RNAV (GPS) RWY 4

READINGTON / SOLBERG-HUNTERDON (N51)



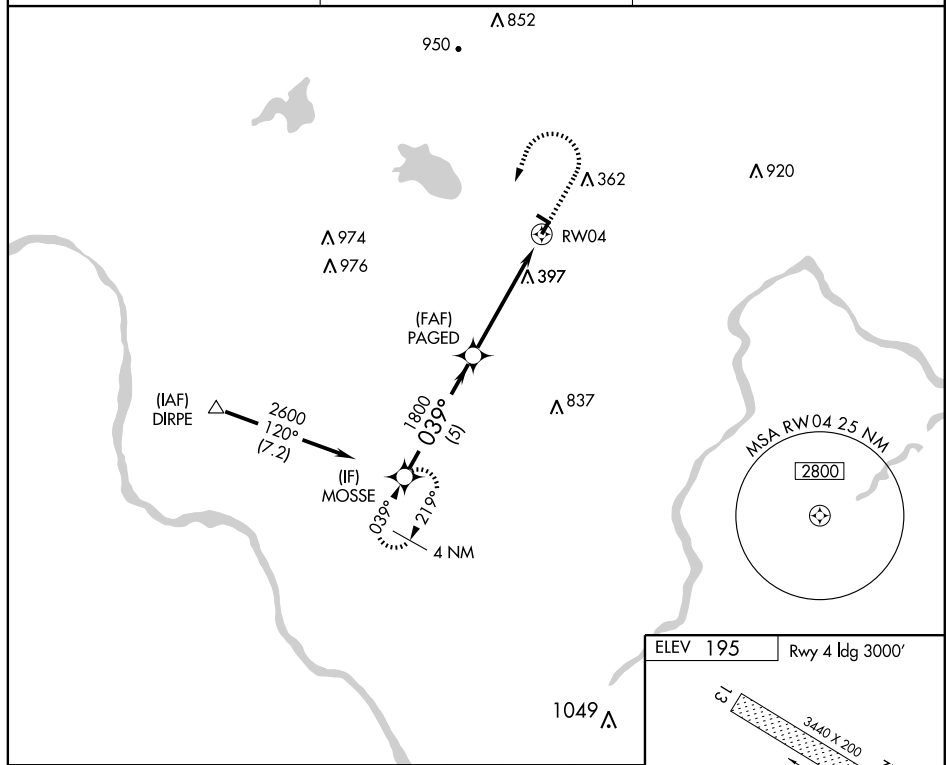
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

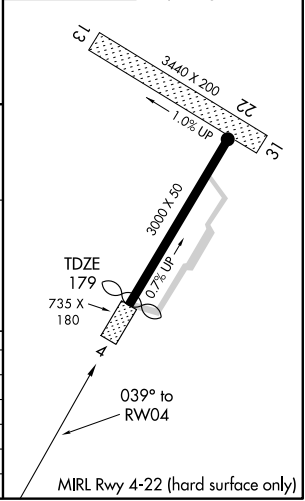
NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

GCO
121.725



ELEV 195 Rwy 4 Idg 3000'



<p>MOSSE</p> <p>2600</p> <p>039°</p> <p>PAGED</p> <p>1800</p> <p>*VDP NA with Newark altimeter setting.</p> <p>2.98° TCH 40</p> <p>1000</p> <p>2600</p> <p>MOSSE</p> <p>*1.5 NM to RWY 04</p> <p>RWY 04</p> <p>5 NM</p> <p>3.5 NM</p> <p>1.5 NM</p>				
CATEGORY	A	B	C	D
RNAV MDA	700-1	521 (600-1)		NA
CIRCLING	700-1	505 (600-1)		NA
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
RNAV MDA	800-1	621 (700-1)		NA
CIRCLING	800-1	605 (700-1)		NA

APP CRS **220°**
Rwy Idg **3000**
TDZE **185**
Apt Elev **195**

RNAV (GPS) RWY 22

READINGTON / SOLBERG-HUNTERDON (N51)

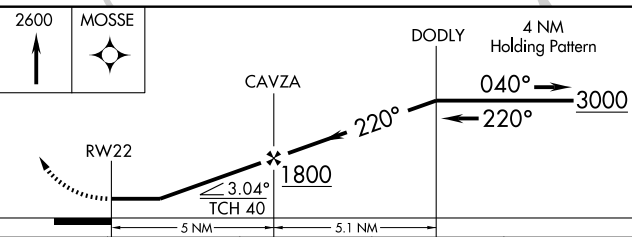
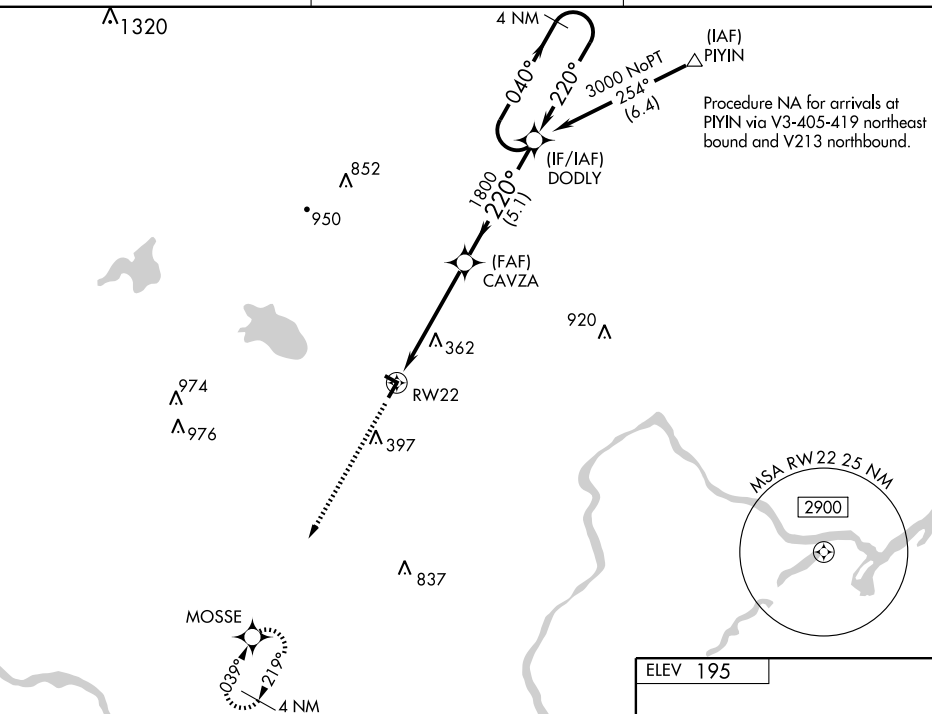
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

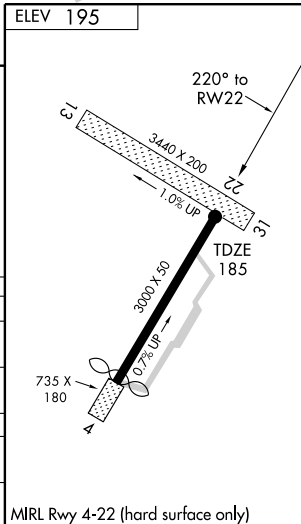
NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

GCO
121.725



CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)		NA
CIRCLING	680-1	485 (500-1)		NA
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)		NA
CIRCLING	780-1	585 (600-1)		NA



VOR/DME SBJ 112.9 Chan 76	APP CRS 016°	Rwy Idg TDZE Apt Elev	3000 179 195
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VOR RWY 4

READINGTON/ SOLBERG-HUNTERDON (N51)

▼ Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.
▲ NA

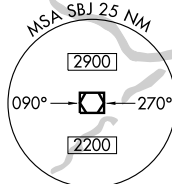
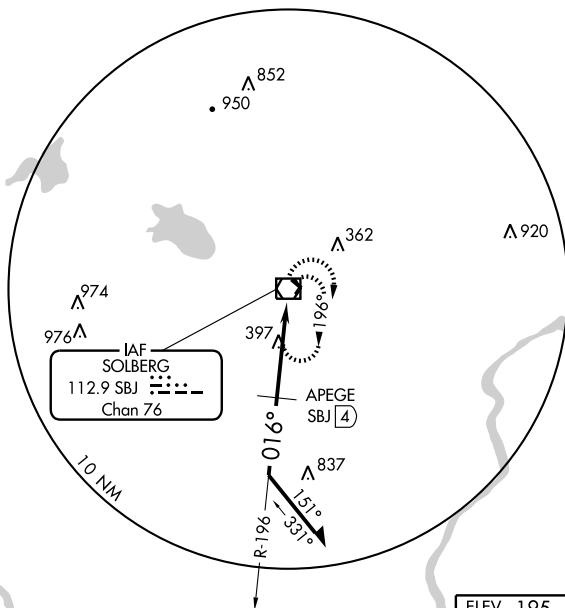
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

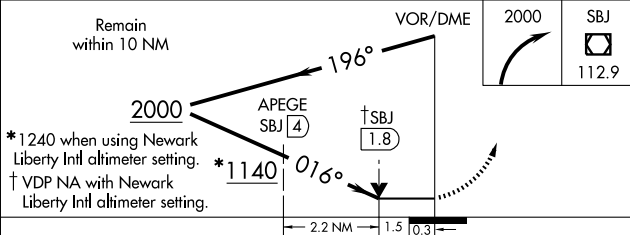
GCO
121.725

▲ 1551



ELEV 195 Rwy 4 Idg 3000'

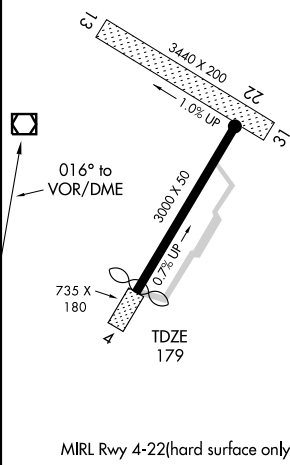
Remain within 10 NM



*1240 when using Newark Liberty Intl altimeter setting.

†VDP NA with Newark Liberty Intl altimeter setting.

CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)		NA
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)		NA
APEGE DME MINIMUMS				
S-4	700-1	521 (600-1)		NA
CIRCLING	700-1	505 (600-1)		NA

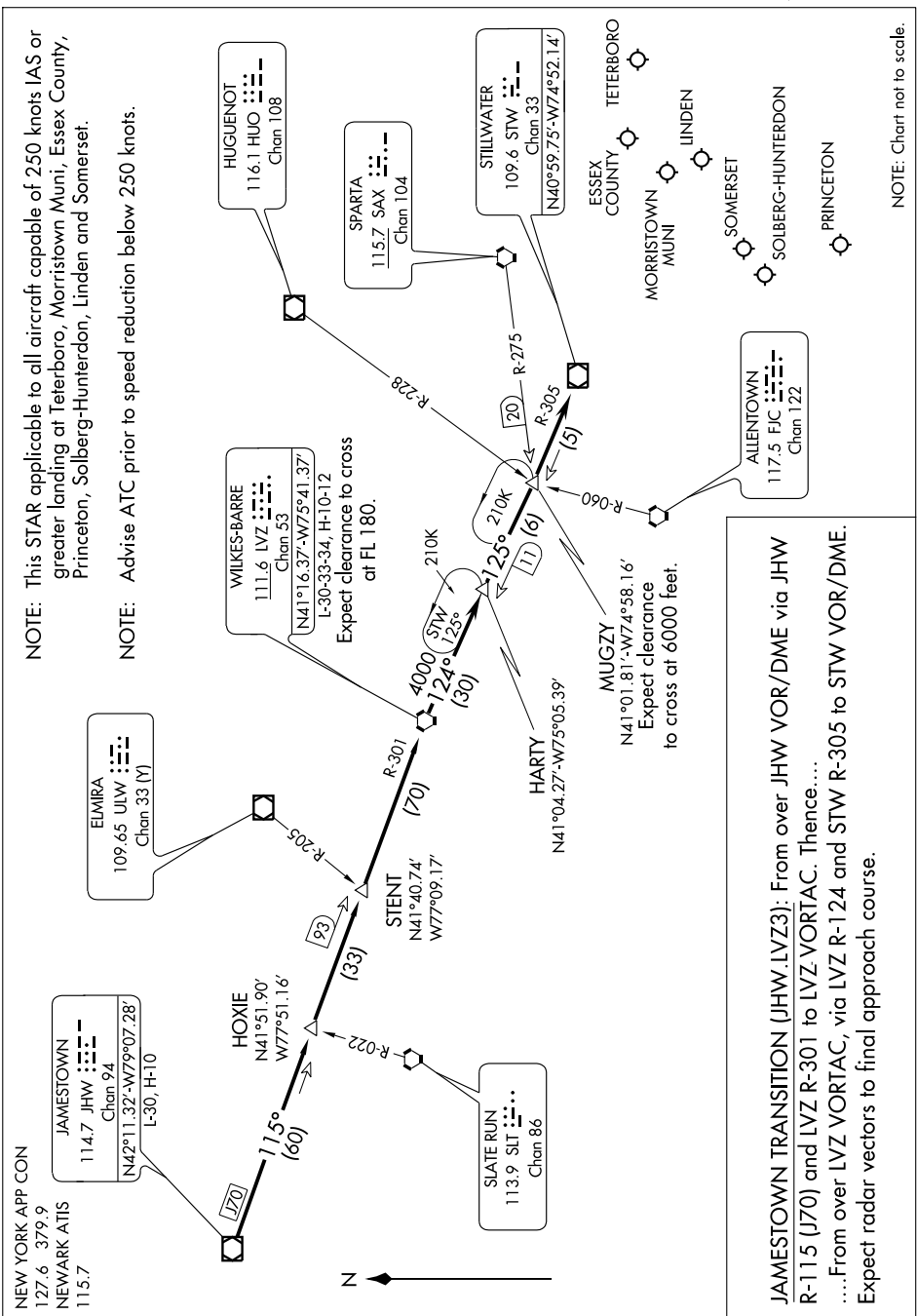


MIRL Rwy 4-22(hard surface only)

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010

ROBBINSVILLE

TRENTON—ROBBINSVILLE (N87) 1 E UTC-5(-4DT) N40°12.84' W74°36.11'

NEW YORK

118 B S4 FUEL 100LL TPA-1099(981) NOTAM FILE MIV

L-34H

RWY 11-29: H4275X75 (ASPH) S-25 MIRL

IAP

RWY 11: PAPI(P2L)—GA 4.5° TCH 46'. Thld dsplcd 398'. Trees.

RWY 29: PAPI(P2R)—GA 4.0° TCH 29'. Thld dsplcd 300'. Trees. Rgt t/c.

AIRPORT REMARKS: Attended 1300-2100Z±. Self svc fuel system mid-field apron. Wind indicator OTS indef. VFR departure Rwy 11: noise abatement procedures in effect. VFR departure Rwy 29: for noise abatement climb straight ahead until reaching 700 ft AGL before turning. Avoid overflight of Sharon Elementary School .75 NM northeast. Men and equipment from adjacent golf course frequently cross rwy and twys. ACTIVATE MIRL Rwy 11-29-123.3.

COMMUNICATIONS: CTAF/UNICOM 123.0

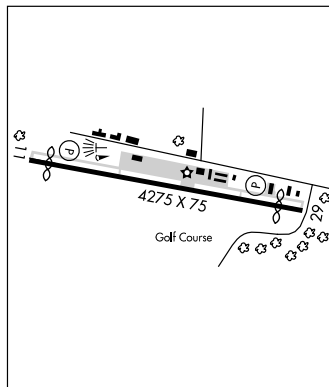
ROBBINSVILLE RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

⑧ McGUIRE APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14'

W74°29.70' 288° 5 NM to fld. 248/10W.

COMM/NAV/WEATHER REMARKS: FAR PART 135 weather svc avbl.

ROBERT J. MILLER AIR PARK (See TOMS RIVER)

SEA ISLE N39°05.73' W74°48.02' NOTAM FILE MIV.

WASHINGTON

(H) VORTAC 114.8 SIE Chan 95 233° 7.3 NM to Cape May Co. 10/09W. HIWAS.

H-101, 121, L-34G, A

VOR portion unusable:

293°-016° byd 34 NM

293°-016° byd 10 NM blo 3000'

293°-016° byd 15 NM blo 4000'

293°-016° byd 22 NM blo 5000'

293°-016° byd 24 NM blo 7000'

017°-048° byd 10 NM blo 1800'

017°-048° byd 18 NM blo 2500'

017°-048° byd 24 NM blo 3500'

017°-048° byd 33 NM blo 4500'

DME unusable: 238°-048° byd 34 NM blo 1800'

RCO 122.1R 114.8T (MILLVILLE RADIO)

017°-048° byd 37 NM blo 5500'

049°-070° byd 12 NM blo 2500'

049°-070° byd 17 NM blo 4500'

049°-070° byd 35 NM blo 6000'

071°-215° blo 2500'

071°-215° byd 14 NM blo 4500'

071°-215° byd 30 NM blo 5500'

238°-292° byd 10 NM blo 4000'

238°-292° byd 31 NM blo 7000'

SKY MANOR (See PITTSTOWN)

SOLBERG N40°34.98' W74°44.51' NOTAM FILE MIV.

NEW YORK

(L) VOR/DME 112.9 SBJ Chan 76 at Solberg-Hunterdon. 190/10W. HIWAS.

H-101, 121, L-33A, 34H

VOR portion unusable:

055°-117° byd 35 NM

148°-236° byd 38 NM blo 2500'

DME unusable:

251°-300° byd 26 NM blo 3000'

301°-325° byd 18 NM

RCO 122.1R 112.9T (MILLVILLE RADIO)

326°-146° byd 29 NM blo 3000'

238°-345° byd 35 NM blo 4000'

SOLBERG—HUNTERDON (See READINGTON)

SOMERSET (See SOMERVILLE)

APP CRS	Rwy Idg	3877
108°	TDZE	108
	Apt Elev	119

GPS RWY 11

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)



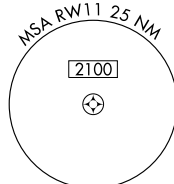
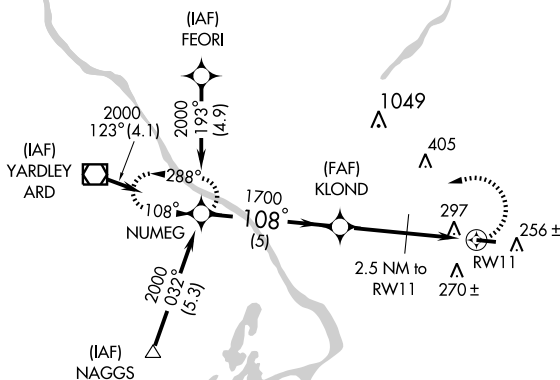
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

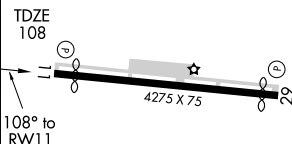
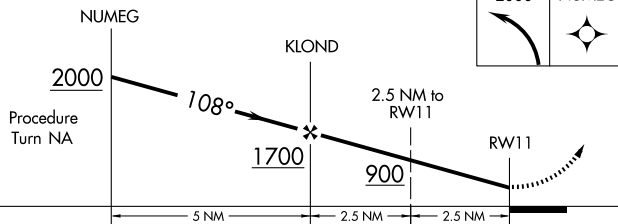
McGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF)

123.3 L



ELEV 119



CATEGORY	A	B	C	D
S-11	640-1	532 (600-1)	640-1½ 532 (600-1½)	640-1¾ 532 (600-1¾)
CIRCLING	680-1	561 (600-1)	680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 **L**

ROBBINSVILLE, NEW JERSEY

Orig 09183

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

40°13'N-74°36'W

GPS RWY 11

NE-2, 23 SEP 2010 to 21 OCT 2010

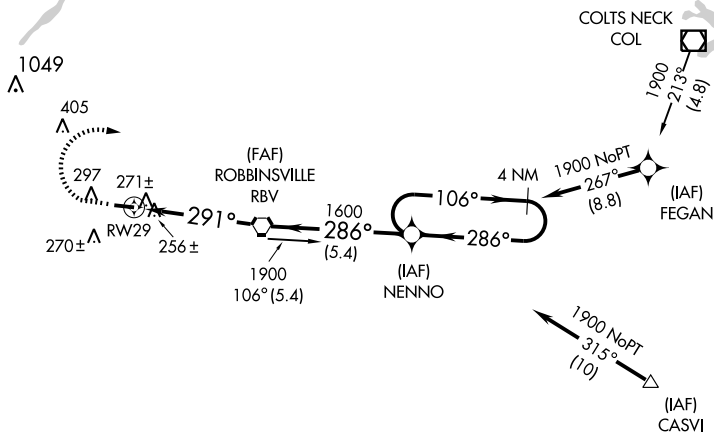
NE-2. 23 SEP 2010 to 21 OCT 2010

APP CRS
291°Rwy Idg **3975**
TDZE **119**
Apt Elev **119****RNAV (GPS) RWY 29**

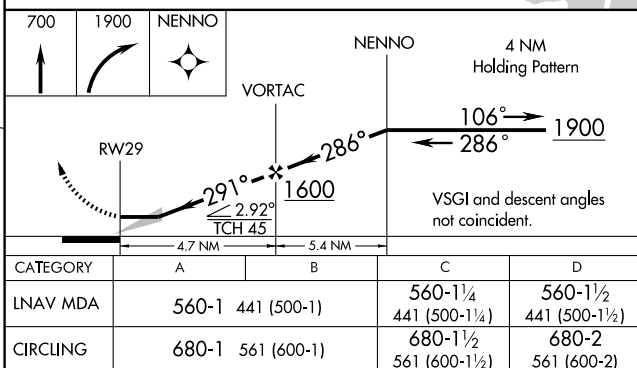
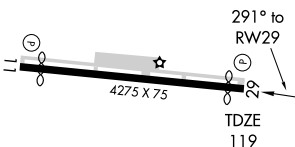
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)



NA

Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 700 then climbing
right turn to 1900 direct NENNO WP and hold.McGUIRE APP CON
124.15 363.8UNICOM
123.0 (CTAF)**123.3** 0

ELEV 119



MIRL Rwy 11-29 0

ROBBINSVILLE, NEW JERSEY

Orig 09183

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

40°13'N-74°36'W

RNAV (GPS) RWY 29

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON

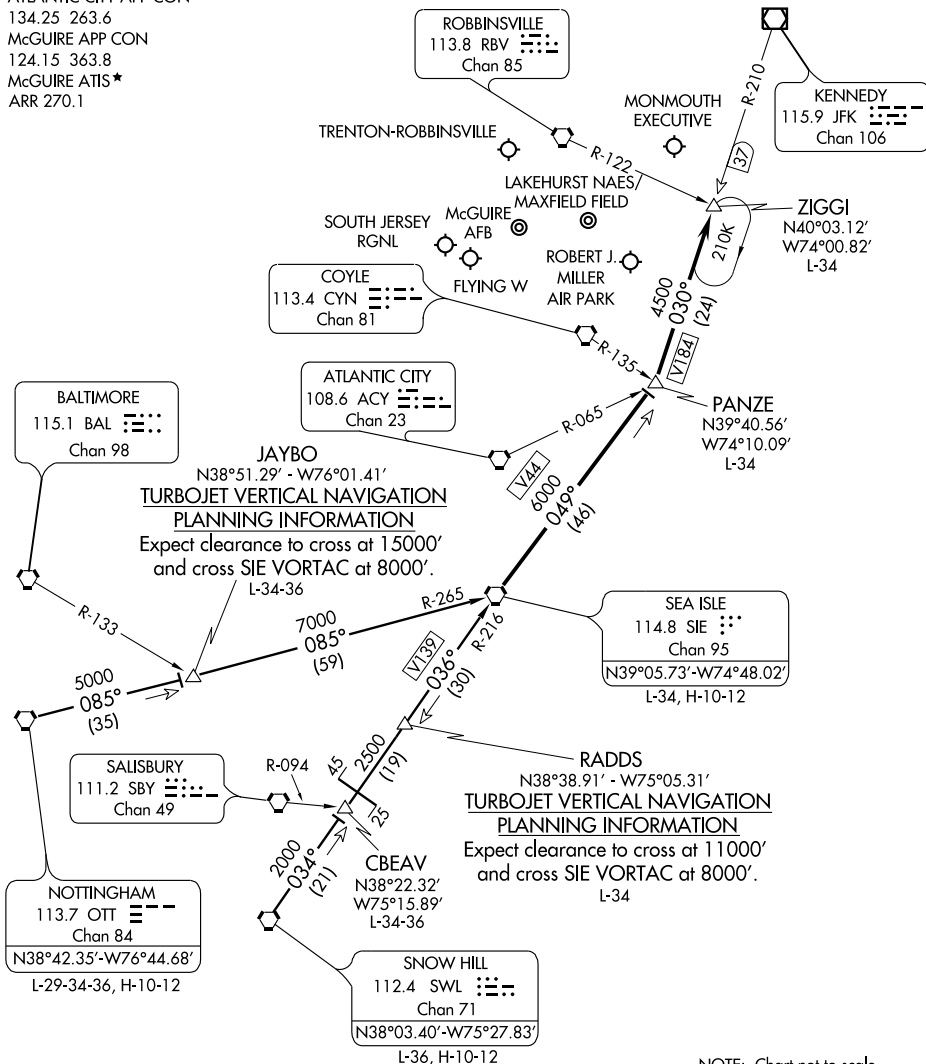
134.25 263.6

McGUIRE APP CON

124.15 363.8

McGUIRE ATIS*

ARR 270.1



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

VORTAC RBV	APP CRS	Rwy Idg	3975
113.8		TDZE	119
Chan 85	288°	Apt Elev	119

VOR RWY 29

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)



A NA

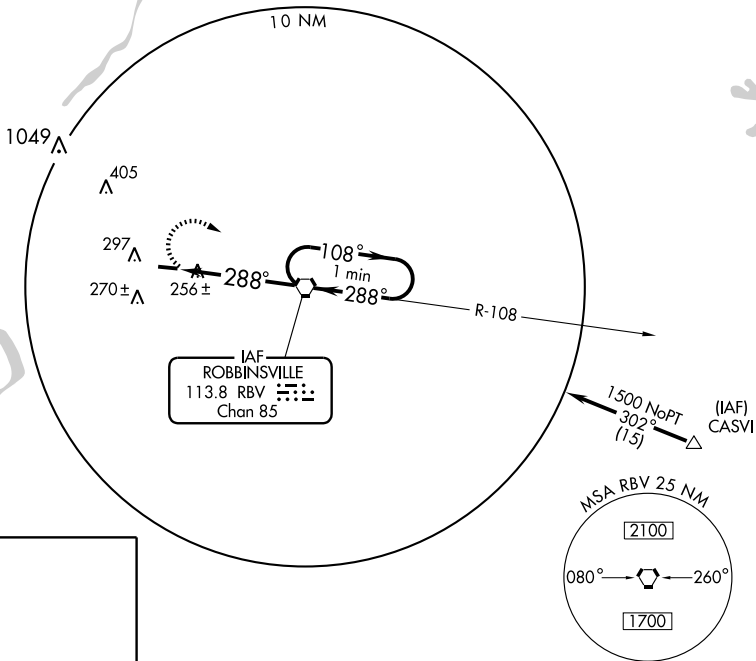
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

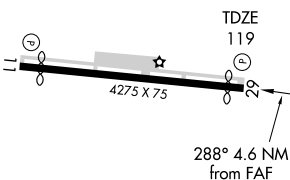
McGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF)

123.3 L



ELEV 119

MIRL Rwy 11-29 **L**

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

ROBBINSVILLE, NEW JERSEY

Amdt 10B 09183

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

40°13'N-74°36'W

VOR RWY 29

NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

SOMERVILLE**SOMERSET** (SMQ) 3 N UTC-5(-4DT) N40°37.56' W74°40.22'

105 B S4 FUEL 100LL, JET A TPA-1100 (995) NOTAM FILE SMQ

RWY 12-30: H2733X65 (ASPH) MIRL 0.7% up SE

RWY 12: REIL. Trees. RWY 30: Thld dspcd 600'. Tree.

RWY 08-26: 2200X100 (TURF)

RWY 08: Tree. RWY 26: Tree.

RWY 17-35: 1821X200 (TURF) 0.3% up S

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended 1300-2200Z. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08-26 550' west end unsuitable for tkr or ldg due to uneven surface. Deer on and in vof arpt. For MIRL Rwy 12-30, REIL Rwy 12 call 908-722-2444/2474. REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn-avoid residential areas. Rwy 08-26 and Rwy 17-35 widths depend on grasscutting. Glider ops. Glider t/c uses Rwy 08-26; Rwy 26 rgt t/c for gliders.

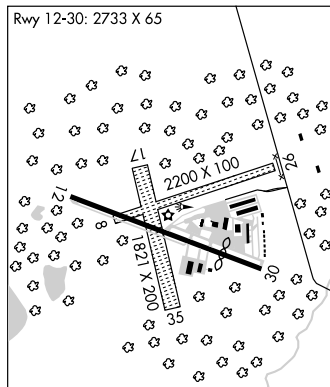
WEATHER DATA SOURCES: ASOS 120.6 (908) 722-2139.**COMMUNICATIONS:** CTAF/UNICOM 123.0

① NEW YORK APP/DEP CON 132.8

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98' W74°44.51' 062° 4.2 NM to fld. 190/10W.
HIWAS.

COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1-800-645-3206.**SOUTHERN CROSS** (See WILLIAMSTOWN)**SOUTH JERSEY RGNL** (See MOUNT HOLLY)**SPARTA** N41°04.05' W74°32.30' NOTAM FILE MIV.

(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W.

RCO 122.5 (MILLVILLE RADIO)

NEW YORK

H-101, L-33A, 34H

SPITFIRE AERODROME (See PEDRICKTOWN)**STILLWATER** N40°59.75' W74°52.14' NOTAM FILE MIV.

(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W.

DME portion unusable: 210°-320° blo 4,000' byd 30 NM; 089°-099° blo 10,000 within 12 NM.

RCO 122.1R 109.6T (MILLVILLE RADIO)

NEW YORK

H-101, L-33A, 34H

SUSSEX (FWN) 1 SW UTC-5(-4DT) N41°12.01' W74°37.38'

421 B S4 FUEL JET A NOTAM FILE MIV

RWY 03-21: H3499X75 (ASPH) MIRL 0.6% up SW

RWY 03: REIL. PAPI(P2L)-GA 4.0' TCH 40'. Thld dspcd 457'. Bldg.

RWY 21: REIL. Thld dspcd 750'. Pole.

AIRPORT REMARKS: Attended 1300Z-dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03-21 southwest 1500'. Main twy southwest 1500' clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21-CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (973) 875-0859.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① NEW YORK APP/DEP CON 127.6

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05' W74°32.30' 345° 8.8 NM to fld. 1410/11W.

NEW YORK

L-33A, 34H

IAP

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

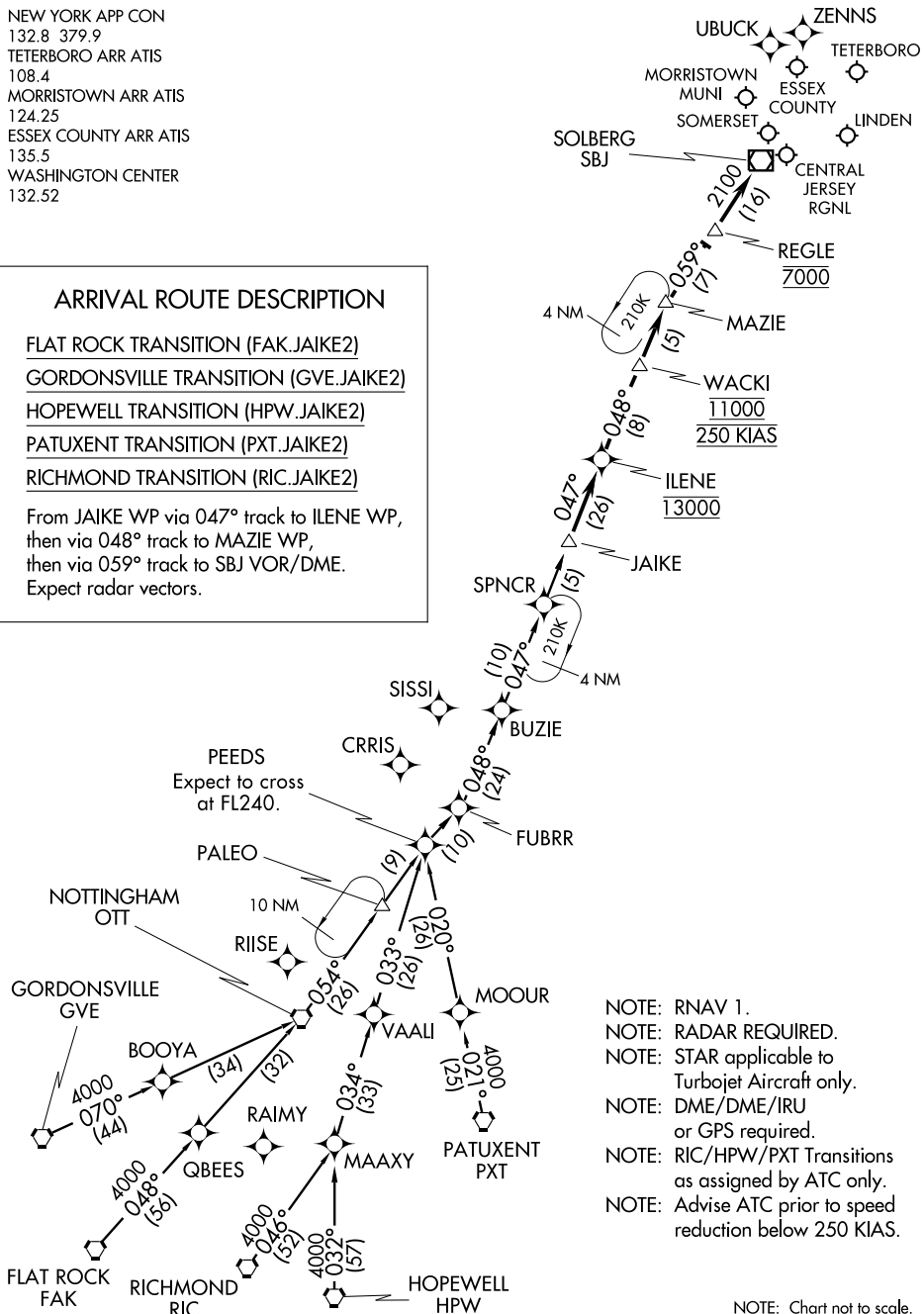
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



- NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

APP CRS 122°	Rwy Idg TDZE Apt Elev	2733 83 105
------------------------	-----------------------------	--

RNAV (GPS) RWY 12

SOMERVILLE/ SOMERSET (SMQ)

▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
▲ NA Procedure not authorized at night except by prior arrangement for runway lights.

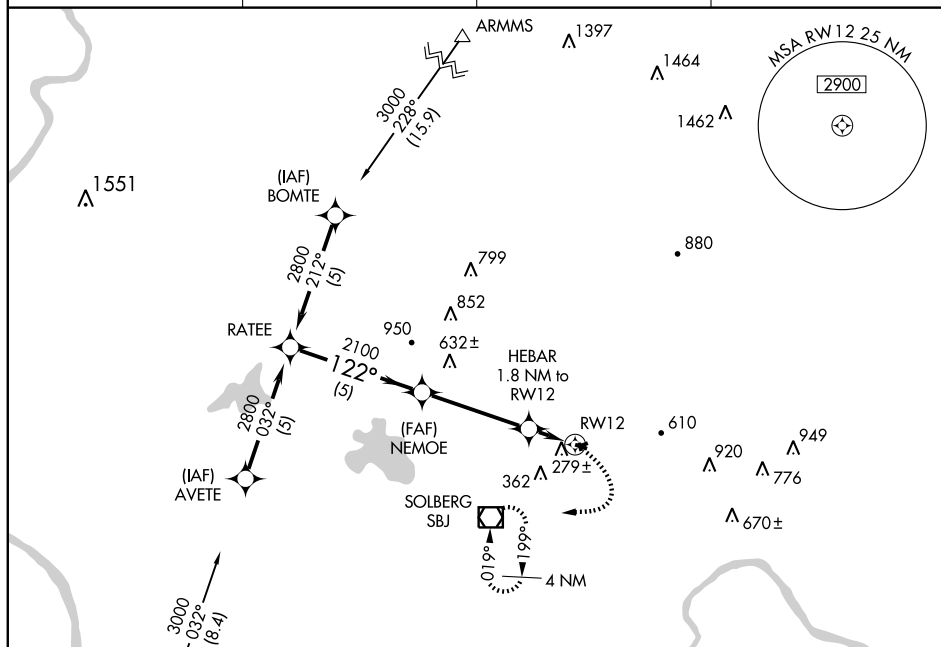
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

ASOS
120.6

NEW YORK APP CON
132.8 379.9

GCO
121.725

UNICOM
123.0 (CTAF)



ELEV 105

Procedure
Turn
NA

RATEE

2800

122°

NEMOE

2100

3.21°
TCH 40

HEBAR

1.8 NM to

RWY 12

720

1.8 NM

NA

NA

NA

NA

NA

NA

NA

NA

122° to
RWY 12

TDZE
83

0.7% UP

0.3%

2200 X 100

1821 X 200

2733 0 X 65

35

35

35

35

35

35

35

35

35

35

35

35

35

35

REIL Rwy 12

MRL Rwy 12-30

APP CRS 302°	Rwy Idg TDZE Apt Elev	2133 101 105
------------------------	-----------------------------	---

RNAV (GPS) RWY 30

SOMERVILLE / SOMERSET (SMQ)

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 ▲ NA Procedure not authorized at night except by prior arrangement for runway lights.

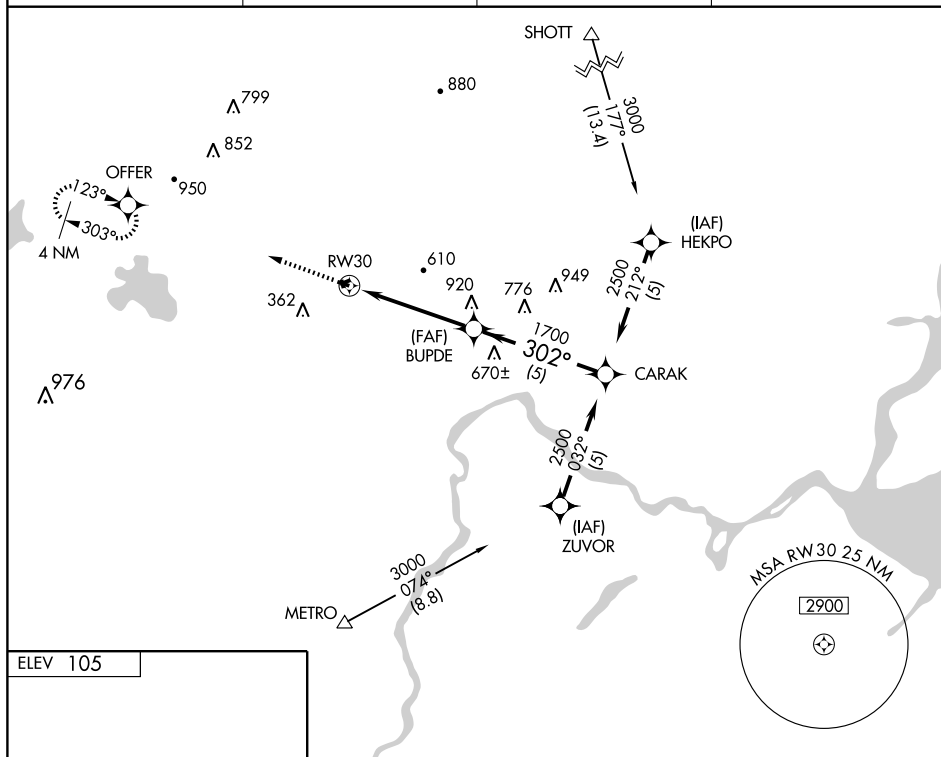
MISSED APPROACH: Climb to 2500
direct OFFER WP and hold.

ASOS
120.6

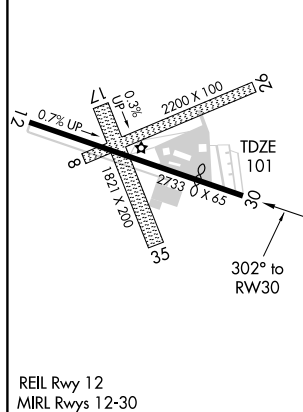
NEW YORK APP CON
132.8 379.9

GCO
121.725

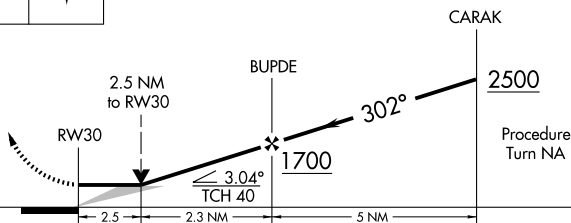
UNICOM
123.0 (CTAF)



ELEV 105



2500
OFFER



CATEGORY	A	B	C	D
LNAV MDA	940-1 839 (900-1)	940-1¼ 839 (900-1¼)	NA	
CIRCLING	940-1 835 (900-1)	940-1¼ 835 (900-1¼)	NA	

VOR/DME SBJ 112.9 Chan 76	APP CRS 061°	Rwy Idg 2200 TDZE 105 Apt Elev 105
---	------------------------	---

VOR or GPS RWY 8
SOMERVILLE / SOMERSET (SMQ)

T Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangement for runway lights.

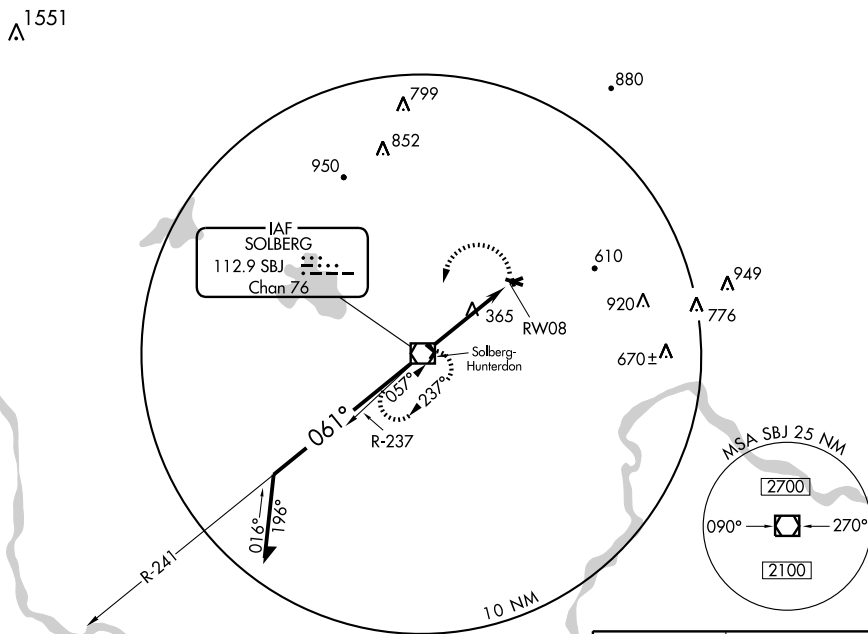
MISSED APPROACH: Climbing
left turn to 2000 direct
SBJ VOR/DME and hold.

ASOS
120.6

NEW YORK APP CON
132.8 379.9

GCO
121.725

UNICOM
123.0 (CTAF)



ELEV 105

Remain
within 10 NM

VOR/DME

2000

SBJ

2000

RWC

1500

M →

CATEGORY

680-1 575 (600-1)

CIRCLING

NEWARK ALTIMETER SETTING MINIMUMS

S-8

740-1 635 (700-1)

CIRCLING

NA

REIL Rwy 12
MIRL Rwy 12-30

FAF to MAP 4.1 NM

Knot

Min:S

60

4:0

90

2:4

120

2:03

150

1:38

180

1:22

SOMERVILLE, NEW JERSEY
Amdt 11 09071

SOMERVILLE / SOMERSET (SMQ)

VOR or GPS RWY 8

NE-2. 23 SEP 2010 to 21 OCT 2010

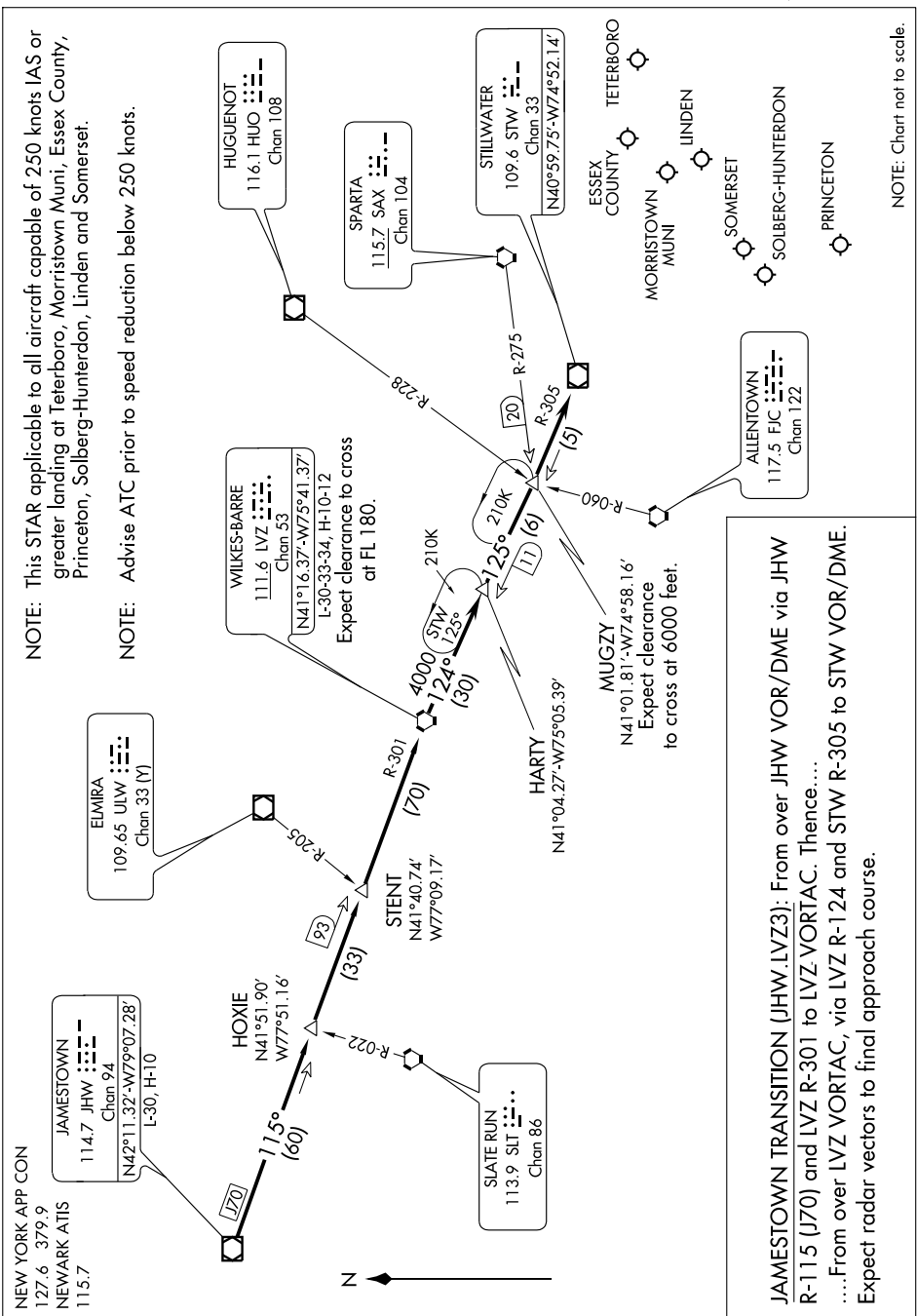
NE-2, 23 SEP 2010 to 21 OCT 2010

40°38'N - 74°40'W

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

SOMERVILLE

SOMERSET

(SMQ) 3 N UTC-5(-4DT) N40°37.56' W74°40.22'

105 B S4 FUEL 100LL, JET A TPA-1100 (995) NOTAM FILE SMQ

RWY 12-30: H2733X65 (ASPH) MIRL 0.7% up SE

RWY 12: REIL. Trees. RWY 30: Thld dspcd 600'. Tree.

RWY 08-26: 2200X100 (TURF)

RWY 08: Tree. RWY 26: Tree.

RWY 17-35: 1821X200 (TURF) 0.3% up S

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Attended 1300-2200Z. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08-26 550' west end unsuitable for tkr or ldg due to uneven surface. Deer on and in vof arpt. For MIRL Rwy 12-30, REIL Rwy 12 call 908-722-2444/2474. REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn-avoid residential areas. Rwy 08-26 and Rwy 17-35 widths depend on grasscutting. Glider ops. Glider t/c uses Rwy 08-26; Rwy 26 rgt t/c for gliders.

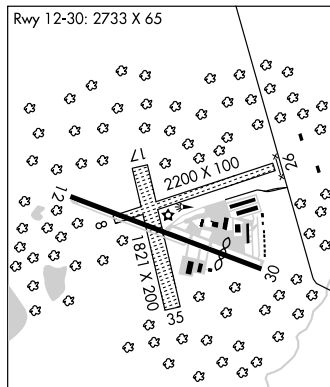
WEATHER DATA SOURCES: ASOS 120.6 (908) 722-2139.**COMMUNICATIONS:** CTAF/UNICOM 123.0

① NEW YORK APP/DEP CON 132.8

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98' W74°44.51' 062° 4.2 NM to fld. 190/10W.
HIWAS.

COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1-800-645-3206.

SOUTHERN CROSS

(See WILLIAMSTOWN)

SOUTH JERSEY RGNL

(See MOUNT HOLLY)

SPARTA

N41°04.05' W74°32.30' NOTAM FILE MIV.

(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W.

RCO 122.5 (MILLVILLE RADIO)

NEW YORK

H-101, L-33A, 34H

SPITFIRE AERODROME

(See PEDRICKTOWN)

STILLWATER

N40°59.75' W74°52.14' NOTAM FILE MIV.

(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W.

DME portion unusable: 210°-320° blo 4,000' byd 30 NM; 089°-099° blo 10,000 within 12 NM.

RCO 122.1R 109.6T (MILLVILLE RADIO)

NEW YORK

H-101, L-33A, 34H

SUSSEX

(FWN) 1 SW UTC-5(-4DT) N41°12.01' W74°37.38'

421 B S4 FUEL JET A NOTAM FILE MIV

RWY 03-21: H3499X75 (ASPH) MIRL 0.6% up SW

RWY 03: REIL. PAPI(P2L)-GA 4.0° TCH 40'. Thld dspcd 457'. Bldg.

RWY 21: REIL. Thld dspcd 750'. Pole.

AIRPORT REMARKS: Attended 1300Z-dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03-21 southwest 1500'. Main twy southwest 1500' clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21-CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (973) 875-0859.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① NEW YORK APP/DEP CON 127.6

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05' W74°32.30' 345° 8.8 NM to fld. 1410/11W.

NEW YORK

L-33A, 34H

IAP

APP CRS	Rwy Idg	3042
029°	TDZE	420
	Apt Elev	421

RNAV (GPS) RWY 3

SUSSEX (F'WN)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilities ¼ mile. and Cat C ½ mile.

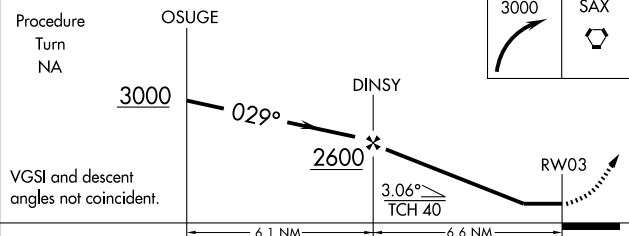
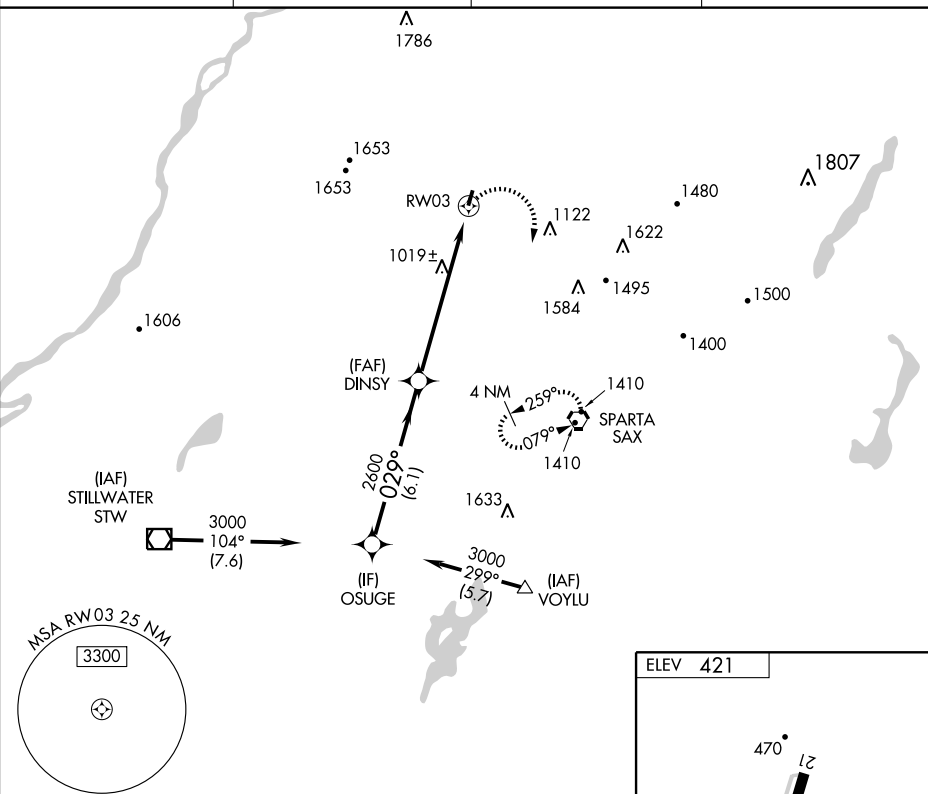
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS
118.525

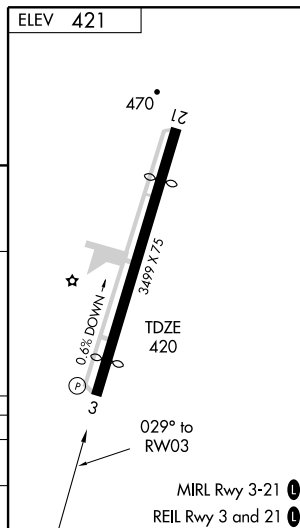
NEW YORK APP CON
127.6 379.9

UNICOM
122.7 (CTAF)

GCO
121.725



CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA



VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy Idg TDZE Apt Elev	N/A N/A 421
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VOR-A
SUSSEX (F'WN)

V When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilities ½ mile and Cat C ½ mile.

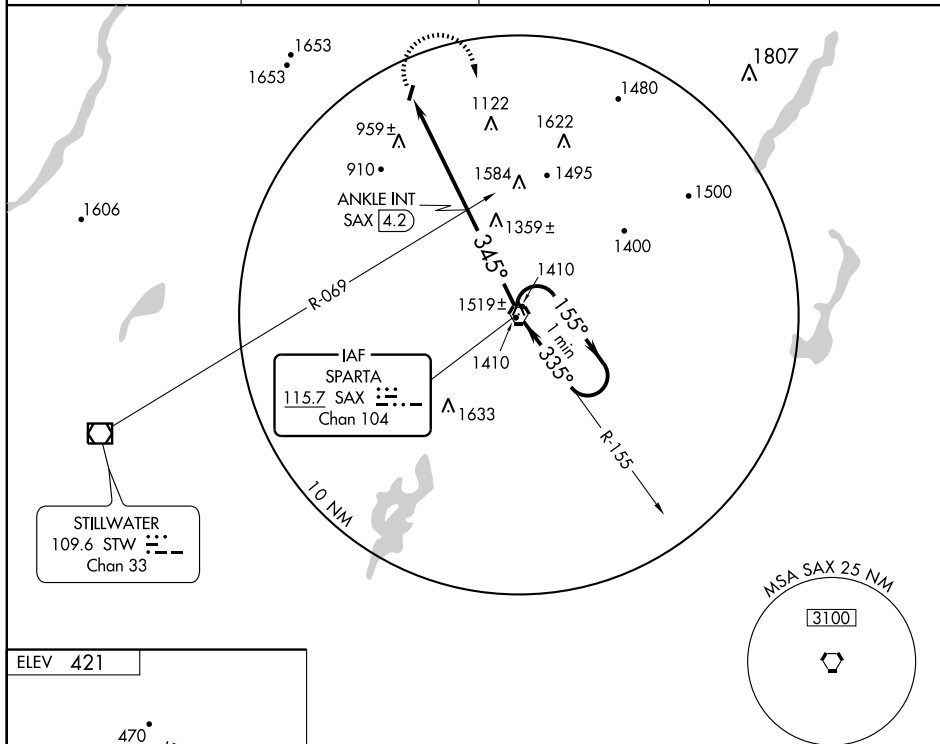
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS
118.525

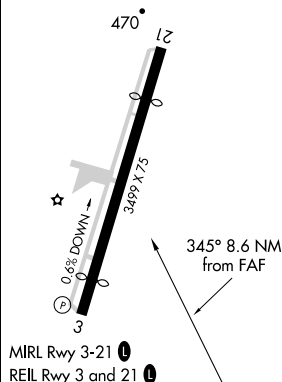
NEW YORK APP CON
127.6 379.9

UNICOM
122.7 (CTAF)

GCO
121.725




ELEV 421




FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

3000



SAX



115.7

* 1960 when using Teterboro altimeter setting.

ANKLE INT SAX

4.2

VORTAC

One Minute Holding Pattern

SAX

8.6

345°

1820 *

155° →

← 335°

3000

4.4 NM

4.2 NM

CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA

ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA
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NE-2, 23 SEP 2010 to 21 OCT 2010

TETERBORO (TEB) 1 SW UTC-5(-4DT) N40°51.01' W74°03.65'

NEW YORK

9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

LRA Class IV, ARFF Index A **COPTER**

H-101, 12J, L-33B, 34H

IAP, AD

NOTAM FILE TEB

RWY 01-19: H7000X150 (ASPH-GRVD) S-50, D-100, 2S-127 HIRL CL

RWY 01: REIL. VASI(V4R)—GA 3.46° TCH 58'. Thld dsplcd 771'. Tree.

RWY 19: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 56'. Thld dsplcd 770'. Tree.

RWY 06-24: H6013X150 (ASPH-GRVD) S-50, D-100, 2S-127 HIRL CL

RWY 06: MALSR. TDZL. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.2° TCH 43' Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	06-24	4550
RWY 06	01-19	3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-7000	TODA-7000	ASDA-7000	LDA-6229
RWY 06: TORA-6013	TODA-6013	ASDA-6013	LDA-6013
RWY 19: TORA-7000	TODA-7000	ASDA-7000	LDA-6230
RWY 24: TORA-6013	TODA-6013	ASDA-6013	LDA-6013

ARRESTING GEAR/SYSTEM

RWY 06: EMAS

AIRPORT REMARKS: Attended continuously. CLOSED to motorless

acft—uncontrolled acft and ultralight activity except by prior permission. All acft avoid hospital 1.7 mi N of Rwy 01-19. Deer and bird activity on and near arpt. Water ponding condition on pavement edges at intersection of Twy F and Twy L. Helicopter ops over residential areas blo 1000 ft MSL should be avoided. Daily continuous construction activity all quadrants. Acft and helicopter noise abatement rules in effect; ctc noise abatement office 201-393-0399/288-1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300-1200Z and 90 db all other hrs. Stage I acft not permitted to opr at Teterboro Arpt. PPR for any acft operating above 100,000 pounds. Rwy 06 touchdown rwy visual range avbl. ARFF Index B equipment coverage provided. TPA-1500 (1491) for large/turbine acft; 1000 (991) for all others. Rwy 01-19 dsplcd thld centerline lgts OTS indef. Twy G CLOSED east of Rwy 19 indef. Twy M clsd indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart, and Terminal Area Graphic Notice. Wake Turbulence for Intersection Departures.

COMMUNICATIONS: D-ATIS 132.85 114.2

RCO 122.65 122.2 (MILLVILLE RADIO).

Ⓡ **NEW YORK APP CON** 127.6 Ⓡ **NEW YORK DEP CON** 126.7 119.2

TOWER 119.5 125.1 **GND CON** 121.9 **CLNC DEL** 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.

(T) **VOR/DME** 108.4 TEB Chan 21 N40°50.92' W74°03.74' at fld. 10/11W.

VOR/DME unusable 081°-120° blo 4000', 121°-180° blo 3000'.

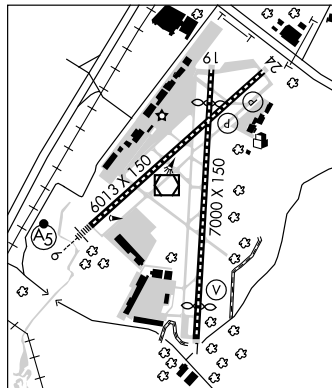
DME unusable 060°-080° byd 22 NM blo 2500'

TORBY NDB (LOM) 214 TE N40°48.27' W74°07.95' 062° 4.3 NM to fld. Unusable byd 10 NM.

ILS/DME 110.15 I-TJL Chan 38(Y) Rwy 19. Class IE.

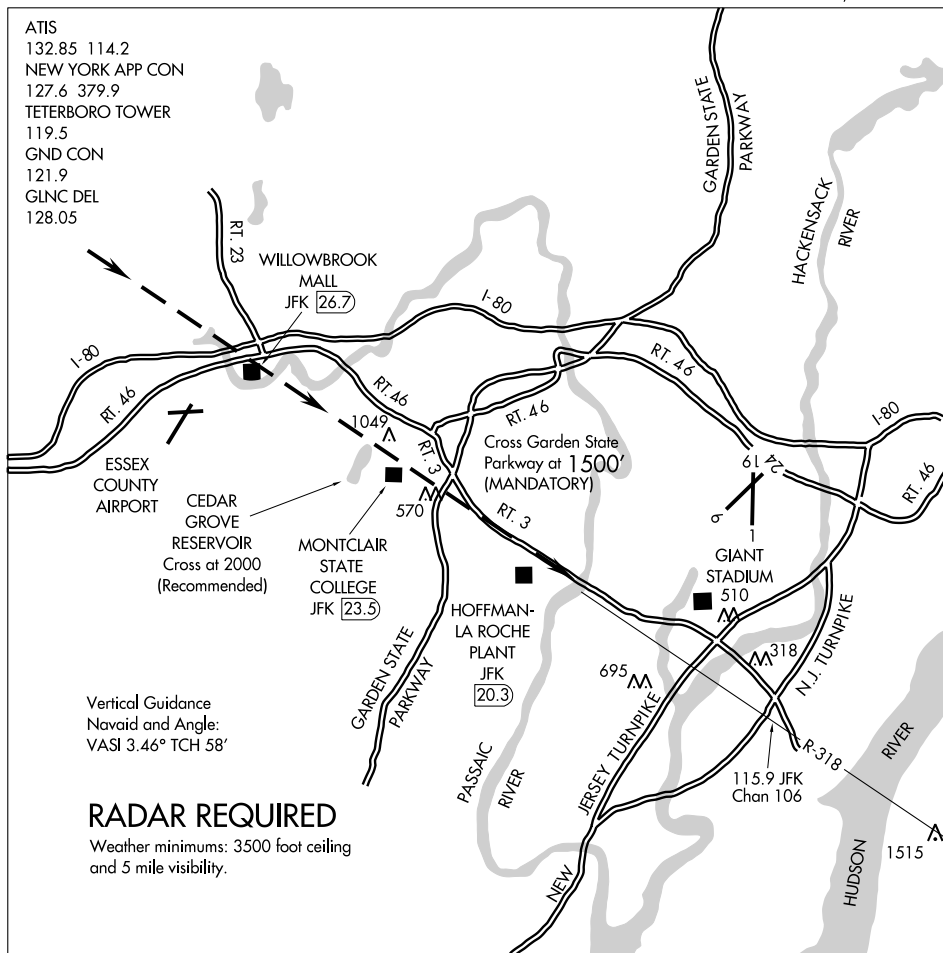
ILS 108.9 I-TEB Rwy 06. Class IE. LOM **TORBY NDB**. LOM unusable byd 10 NM. LOC unusable byd 15° left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800' ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.



CEDAR GROVE VISUAL RWY 1

ATIS
132.85 114.2
NEW YORK APP CON
127.6 379.9
TETERBORO TOWER
119.5
GND CON
121.9
GLNC DEL
128.05



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

CEDAR GROVE VISUAL RWY 1

LOC I-TEB 108.9	APP CRS 060°	Rwy Idg TDZE Apt Elev	6013 6 9
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COPTER ILS or LOC RWY 6

TETERBORO (TEB)

NA DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR REQUIRED. Inoperative table does not apply to S-LOC 6.



MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

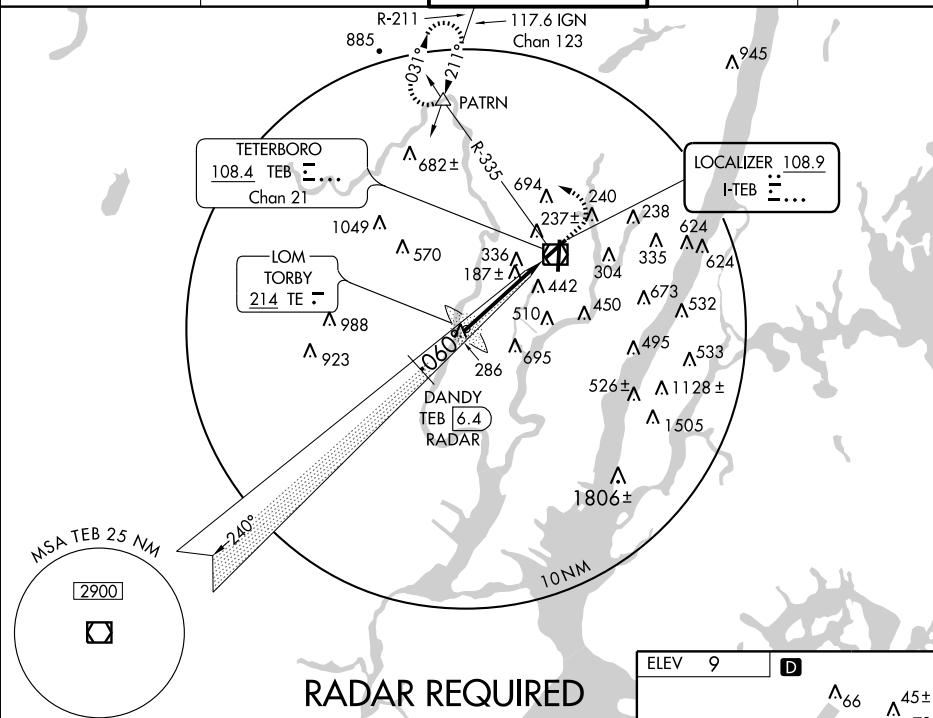
ATIS
132.85 114.2

NEW YORK APP CON
127.6 379.9

TETERBORO TOWER
119.5

GND CON
121.9

CLNC DEL
128.05



RADAR REQUIRED

DANDY
TEB (6.4)
RADAR

1000

2500

PATRN

1500

LOM

1284

060°

1300

GS 3.00°
TCH 53

2.2 NM

3.8 NM

CATEGORY

COPTER

S-ILS 6

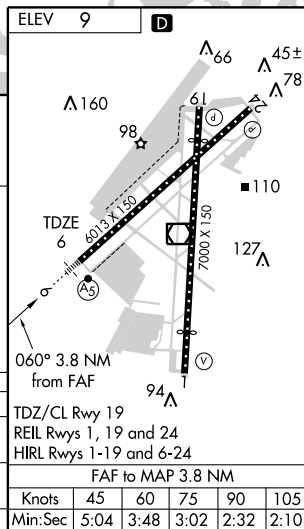
206/12 200 (200-¼)

S-LOC 6

440/24 434 (500-½)

CIRCLING

NA



060° 3.8 NM from FAF

TDZ/CL Rwy 19
REIL Rws 1, 19 and 24
HIRL Rws 1-19 and 6-24

FAF to MAP 3.8 NM

Knots	45	60	75	90	105
Min:Sec	5:04	3:48	3:02	2:32	2:10

LOC/DME I-TJL <u>110.15</u> Chan 38 (Y)	APP CRS 195°	Rwy Idg 6230 TDZE 7 Apt Elev 9
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ILS RWY 19
TETERBORO (TEB)

T Circling not authorized Cats. B, C and D
A NW of Rwy 6 and 19.

MISSED APPROACH: Immediate climbing right turn to 1 500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/RADAR, then climb to 3000 via TEB R-278 to MORNIS Int and hold.

ATIS
132.85 114.2

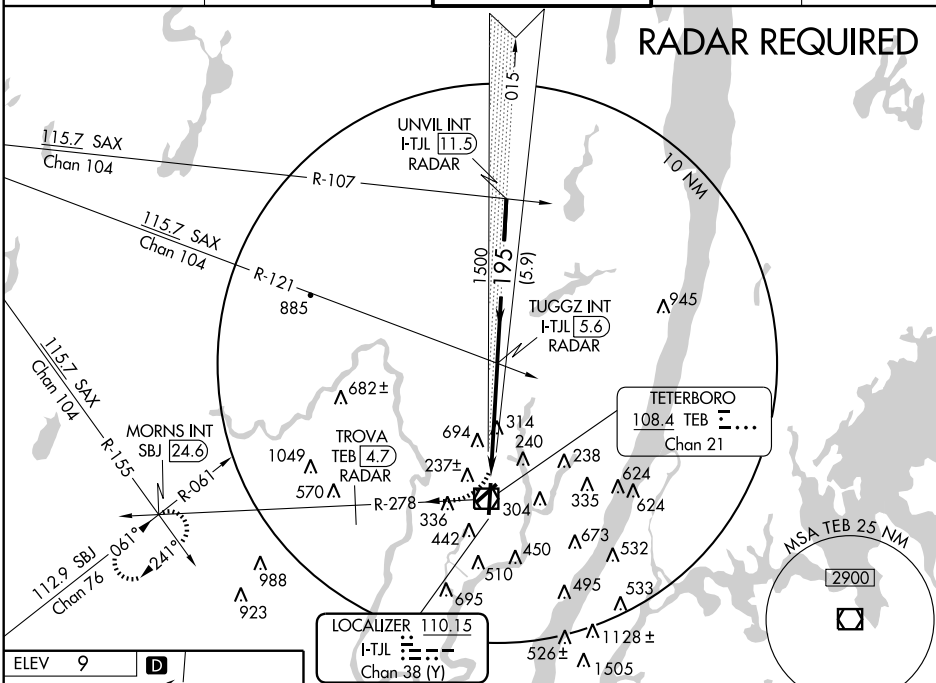
NEW YORK APP CON
127.6 379.9

TETERBORO TOWER
119.5

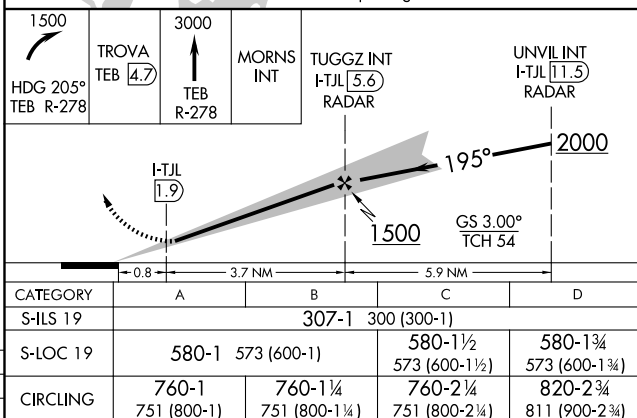
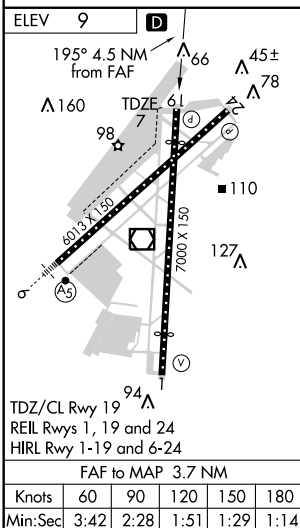
GND CON
121.9

CLNC DE
128.05

RADAR REQUIRED



CAUTION: On missed approach, do not exceed 1500' until passing TROVA/TEB 4.7 DME/RADAR.



TETERBORO, NEW JERSEY
Orig 10210

TETERBORO (TEB)
ILS RWY 19

40°51'N - 74°04'W

NE-2. 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

JAIKE TWO ARRIVAL (RNAV)

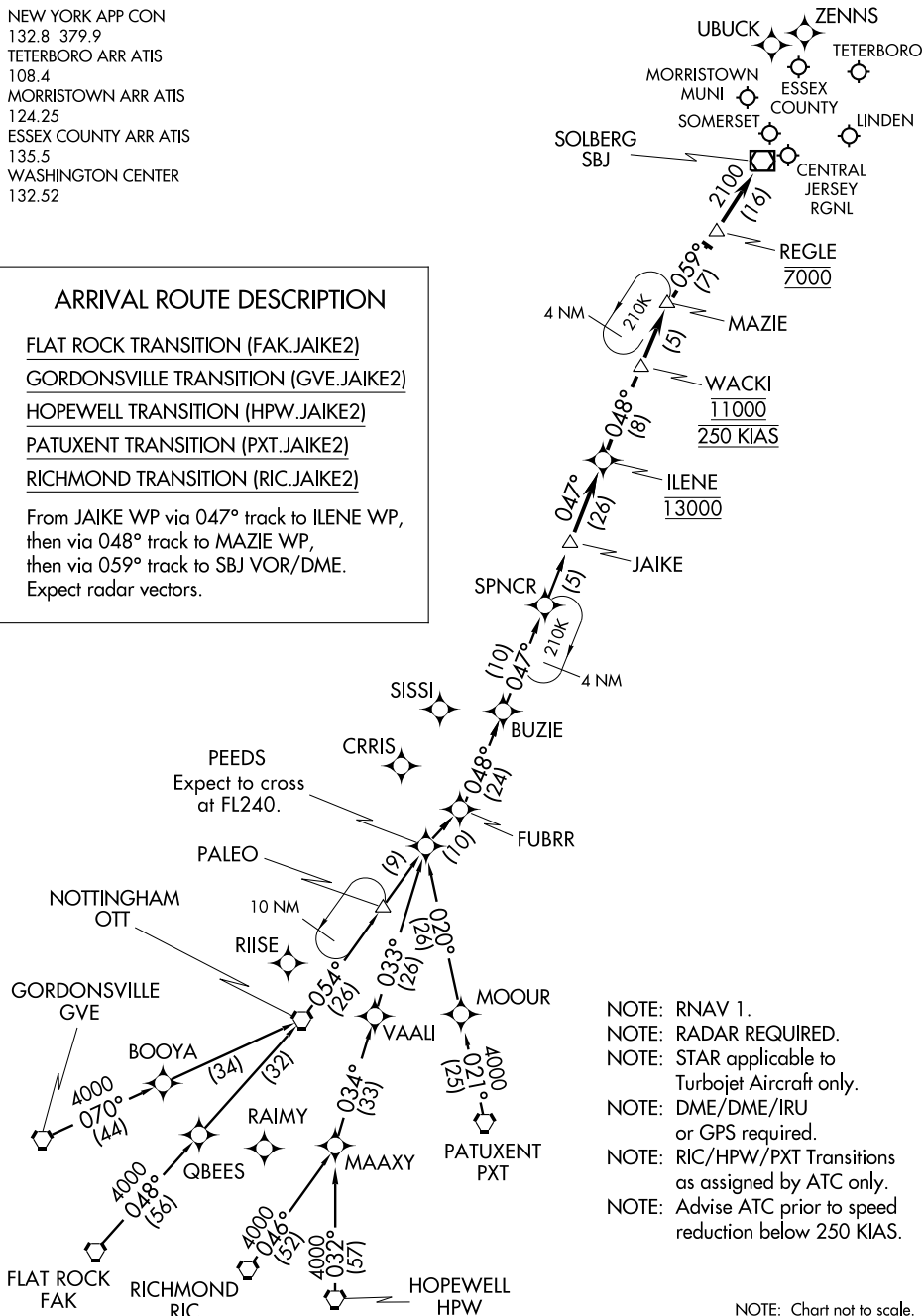
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY

ATIS

132.85 114.2

NEW YORK APP CON

127.6 379.9

TETERBORO TOWER

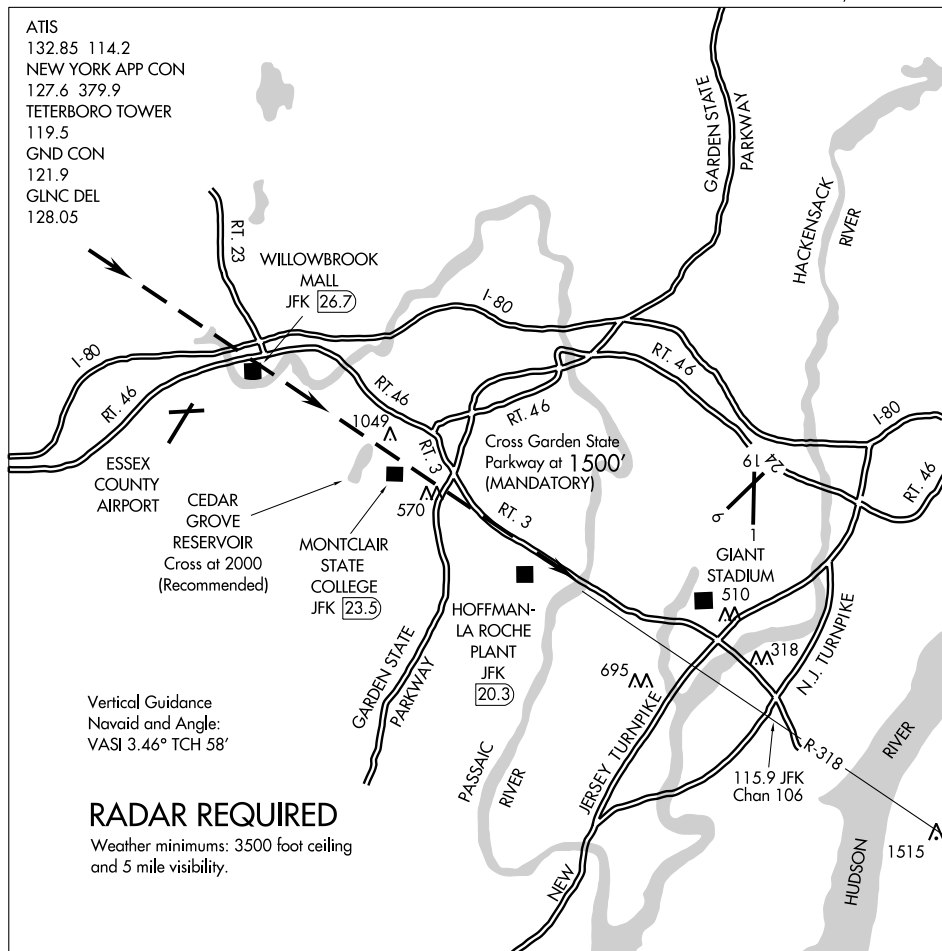
119.5

GND CON

121.9

GLNC DEL

128.05



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

PASSAIC RIVER VISUAL RWY 6

TETERBORO, NEW JERSEY
TETERBORO (TEB)

WAAS CH 65707 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	6013 6 9
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RNAV (GPS) Y RWY 6
TETERBORO (TEB)

T For inoperative MALS, increase LPV all Cats visibility to RVR 6000 and increase
A LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of
Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

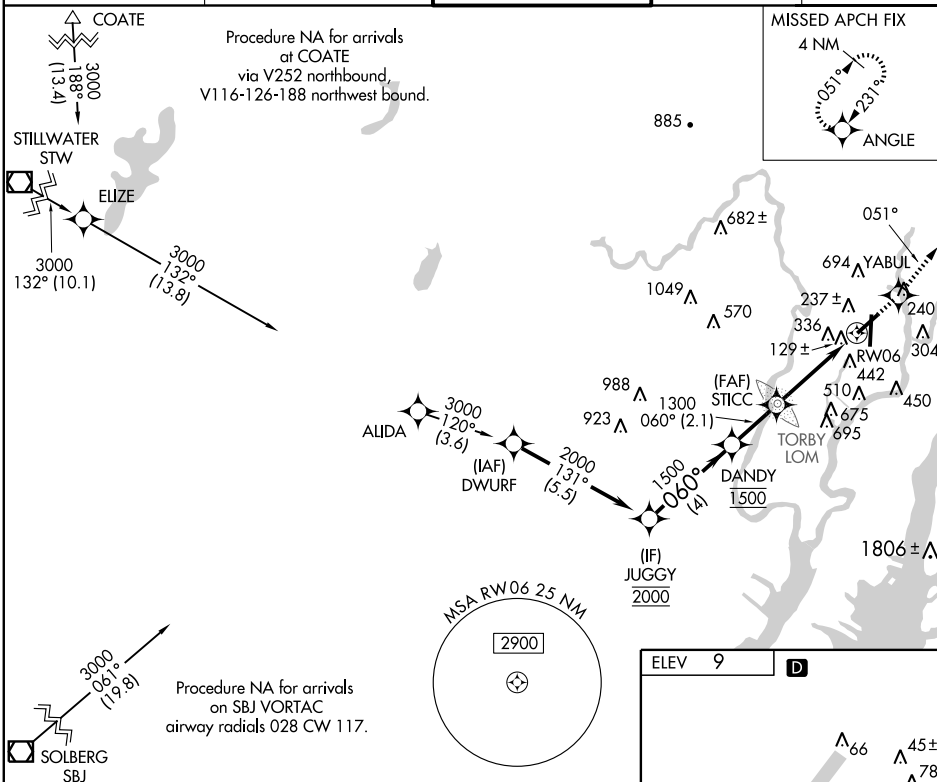
MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

ATIS
132.85 114.2

NEW YORK APP CON
127.6 379.9

TETERBORO TOWER
119.5

GND CON
121.9

CLNC DEL
128.05

Procedure	
Turn	
NA	JUGGY

2000

2000	
GS 3.00°	
TCH 53	

CATEGORY		

LPV	DA	
-----	----	--

[illegible]



LNAV MDA

CIRCLING

CIRCLING

TETERBORO, NEW JERSEY

Amdt 2 10210

2000 ↑	YABUL 	trk 051°	ANGLE 
-----------	--	-------------	--

* LNAV only.

[illegible]

	4.1 Nm	2.1 Nm	1.5 Nm	2.5 Nm	
CATEGORY	A	B	C	D	

LPV	DA	369/40 363 (400- $\frac{3}{4}$)
-----	----	----------------------------------

800-13 1/4	800-2
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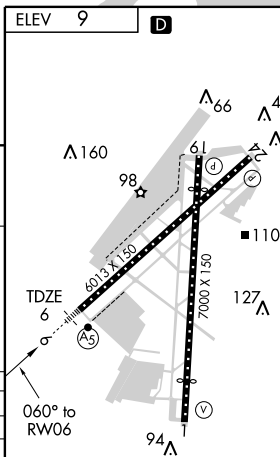
LNAV MDA	800/40	794 (800- $\frac{3}{4}$)	794 (800-1 $\frac{3}{4}$)	794 (800-2)
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CIRCUMC	800-1	800-1¼	800-2¼	820-2¾
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CIRCLING	791 (800-1)	791 (800-1 $\frac{1}{4}$)	791 (800-2 $\frac{1}{4}$)	811 (900-2 $\frac{3}{4}$)
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TETERBORO, NEW JERSEY

Amdt 2 10210 40°51'N - 74°04'W D1

48 SPRING 2014 **RI**

TDZ/CL Rwy 19
HIRL Rwy 1-19 and 6-24
REIL Rwy 1, 19 and 24

TETERBORO (TEB)

RNAV (GPS) Y RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6230
195°	TDZE	7
	Apt Elev	9

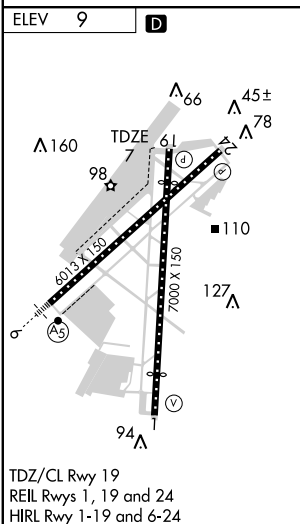
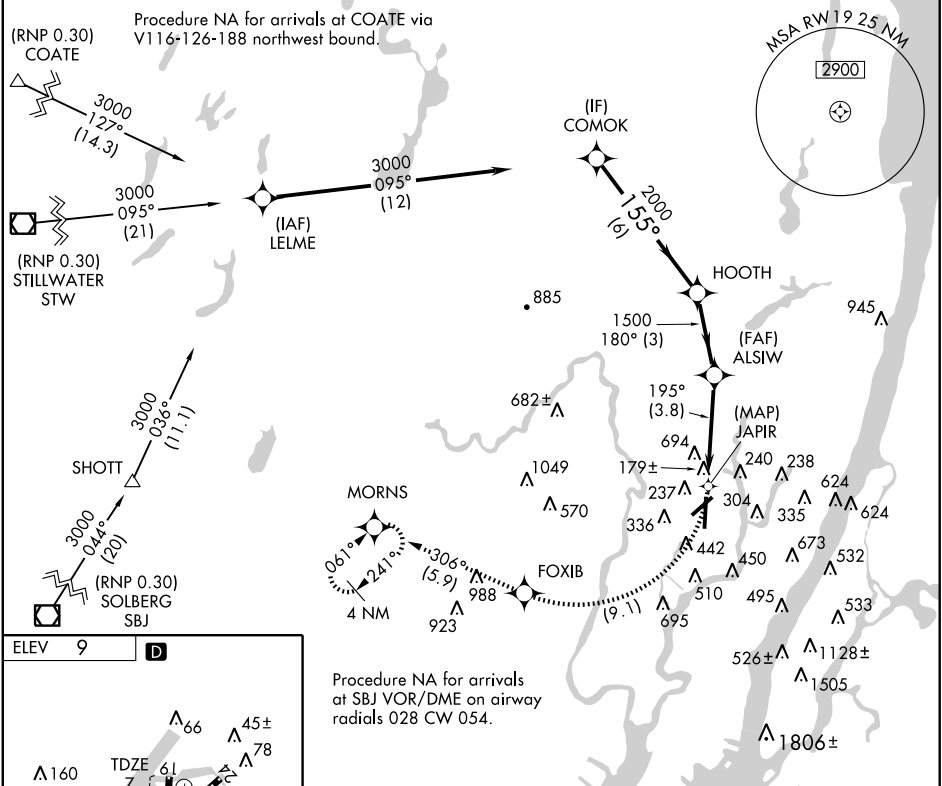
RNAV (RNP) RWY 19

TETERBORO (TEB)

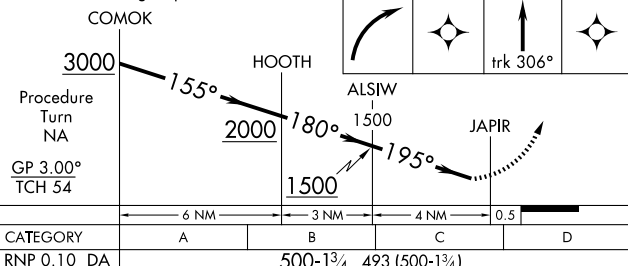
▼ Missed Approach requires RNP less than 1.0. RF and GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -13°C
(8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNIS and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



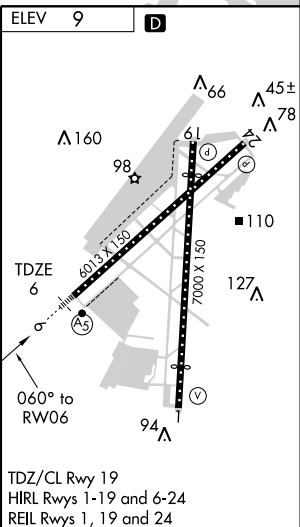
VGS1 and RNAV glidepath not coincident.



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 6
TETERBORO (TEB)

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

CLNC DEL
128.05

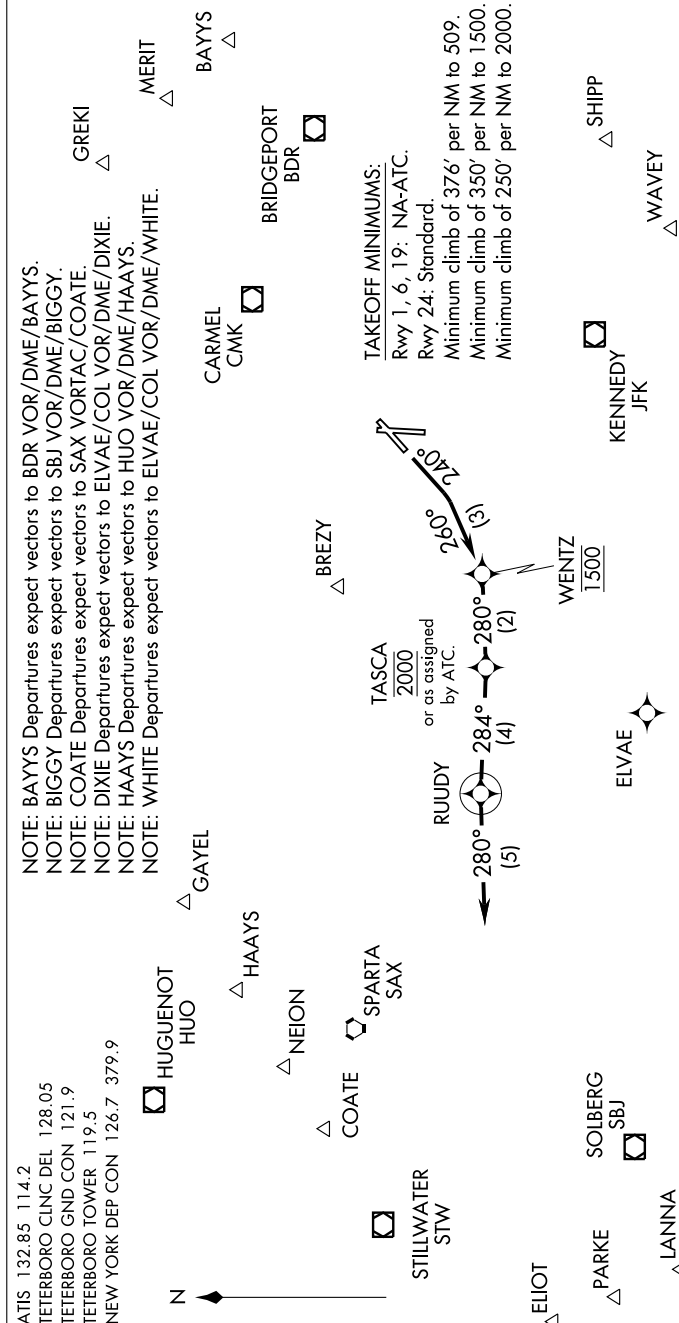
**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

TETERBORO (TEB)

RNAV (RNP) Z RWY 6

RUUDY TWO DEPARTURE (RNAV)

RUUDY TWO DEPARTURE (RNAV)



TETERBORO (TEB)
TETERBORO, NEW JERSEY

TETERBORO, NEW JERSEY
TETERBORO (TEB)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence

. . . . Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence

. . . . Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

Note: Chart not to scale.

TETERBORO (TEB)
TETERBORO, NEW JERSEY

TETERBORO, NEW JERSEY
TETERBORO (TEB)

NE-2 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence

TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence

TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence

. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:

BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL.

Rwy 19: Vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL.

Rwy 24: Sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

VOR/DME TEB 108.4 Chan 21	APP CRS 125°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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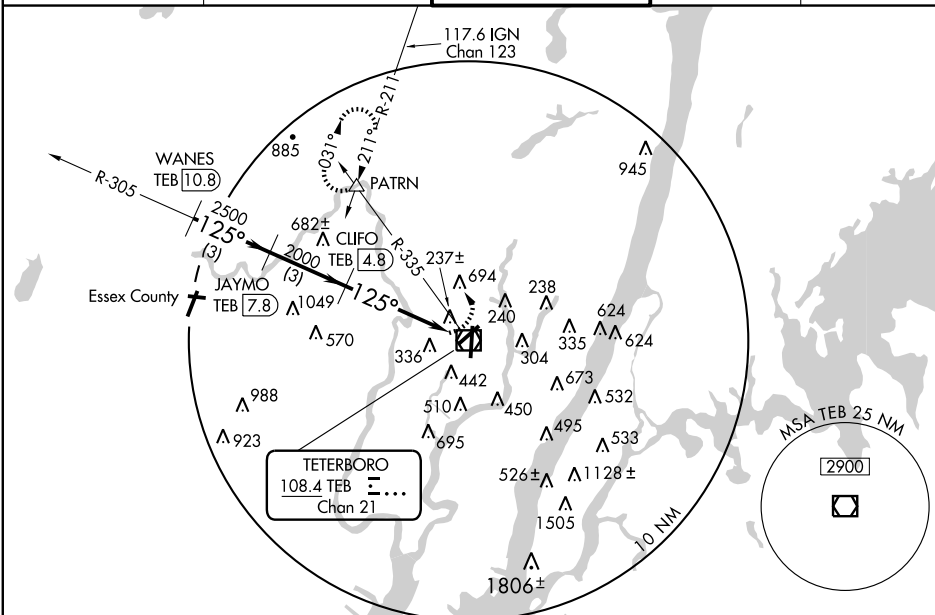
VOR/DME-A
TETERBORO (TEB)



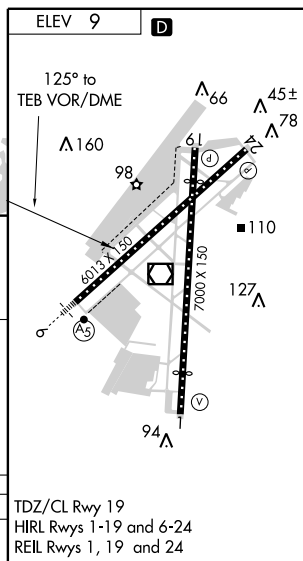
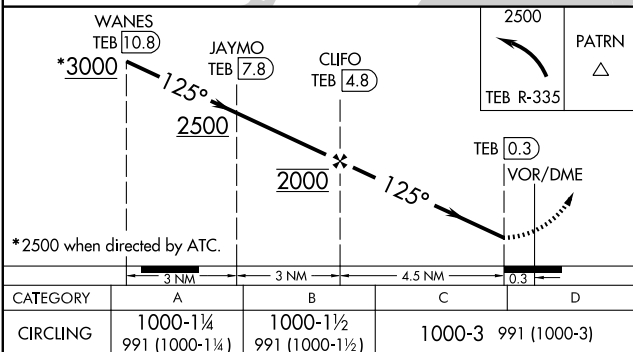
Circling NA CATs B, C and D NW of Rwy 6 and 19.

MISSED APPROACH: Climbing left turn to 2500
via TEB R-335 to PATRN Int and hold.

ATIS 132.85 114.2	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05
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RADAR REQUIRED



VOR/DME TEB 108.4 Chan 21	APP CRS 202°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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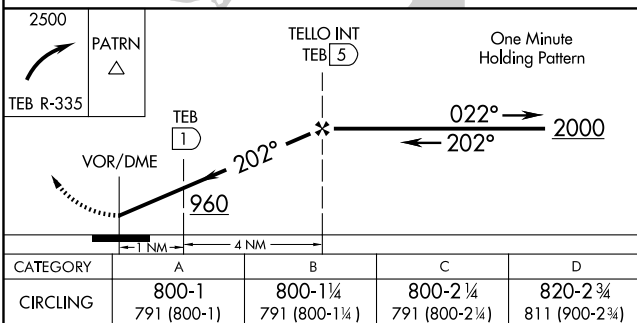
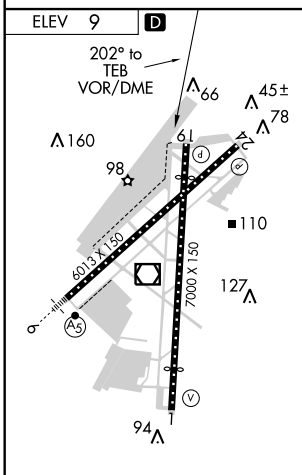
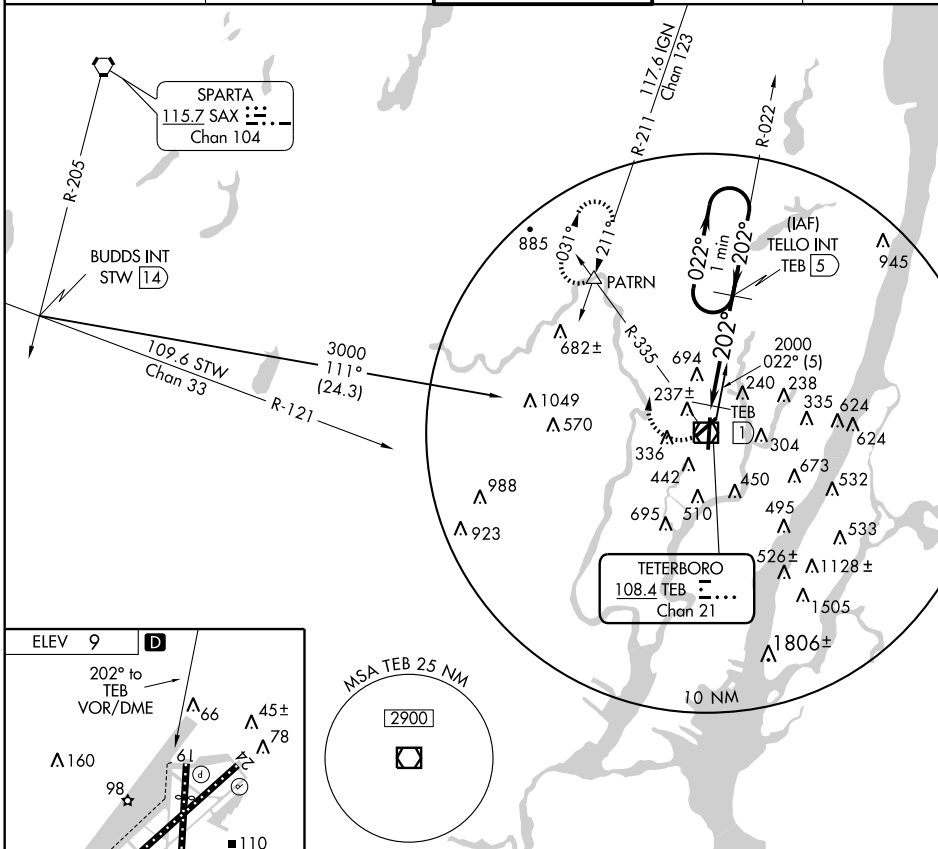
VOR/DME-B
TETERBORO (TEB)



Circling NA Cat. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 2500
via TEB R-335 to PATRN Int and hold.

ATIS 132.85 114.2	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05
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TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

TETERBORO, NEW JERSEY
Amdt 2C 10210

TETERBORO (TEB)
VOR/DME-B

40°51'N - 74°04'W

NE-2, 23 SEP 2010 to 21 OCT 2010

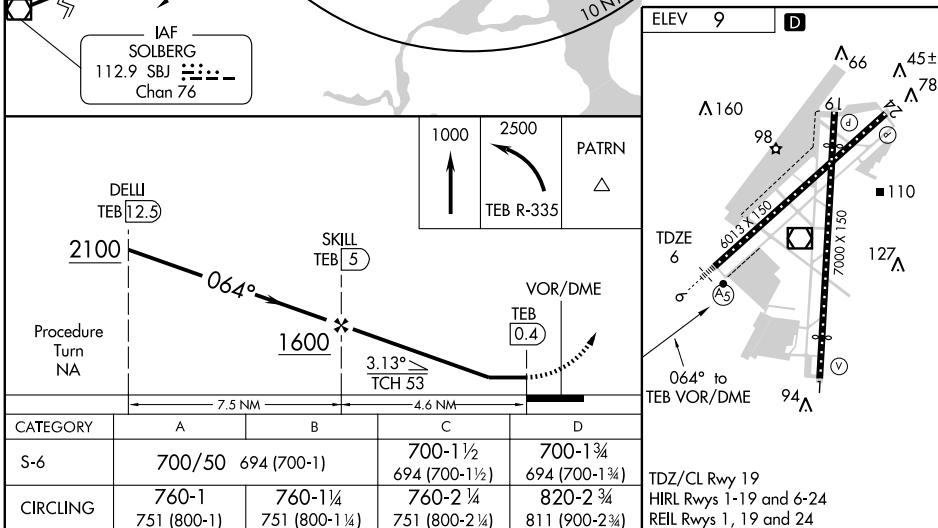
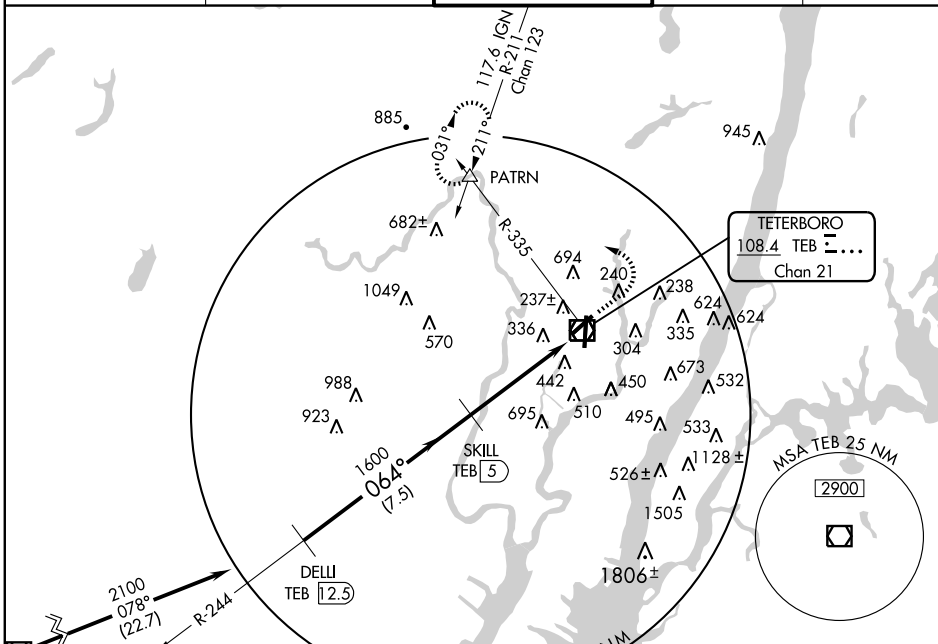
NE-2, 23 SEP 2010 to 21 OCT 2010

VOR/DME TEB 108.4 Chan 21	APP CRS 064°	Rwy Idg 6013 TDZE 6 Apt Elev 9
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VOR/DME RWY 6

TETERBORO (TEB)

<div><div><div></div><div></div></div><div>Circling NA Cats B, C and D NW of Rwy 6 and 19.</div></div>		<div><div><div></div><div></div></div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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VOR/DME TEB 108.4 Chan 21	APP CRS 231°	Rwy Idg TDZE Apt Elev	6013 8 9
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VOR RWY 24

TETERBORO (TEB)

V Circling NA CATs B, C and D NW of
A Rwy 6 and 19.

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

ATIS
132.85 114.2

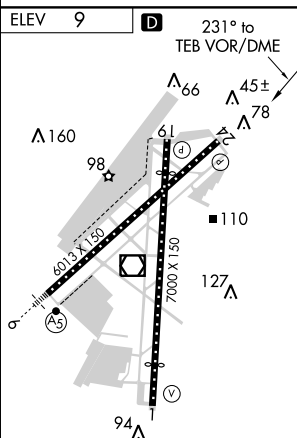
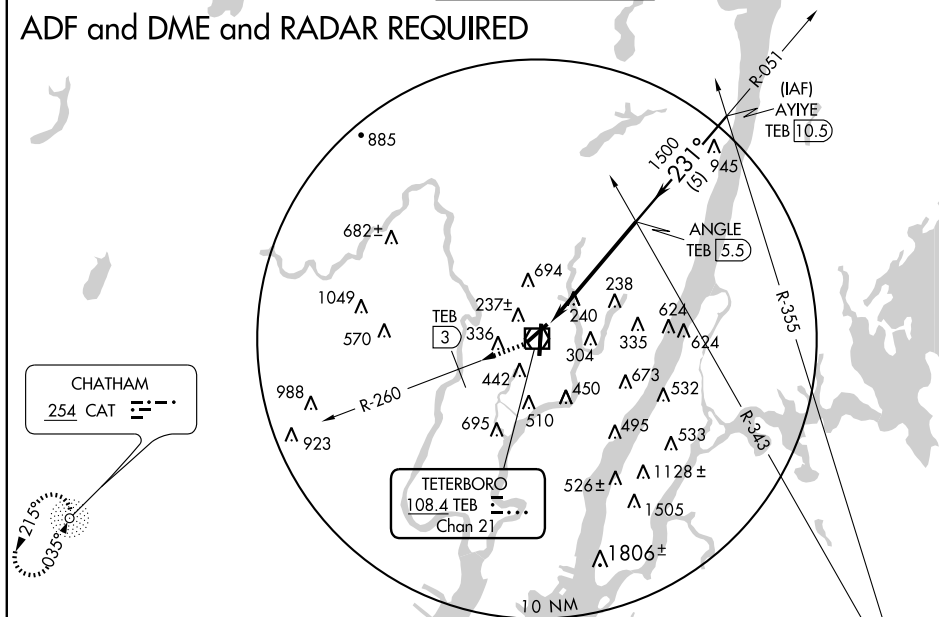
NEW YORK APP CON
127.6 379.9

TETERBORO TOWER
119.5

GND CON
121.9

CLNC DEL
128.05

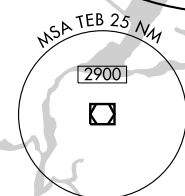
ADF and DME and RADAR REQUIRED



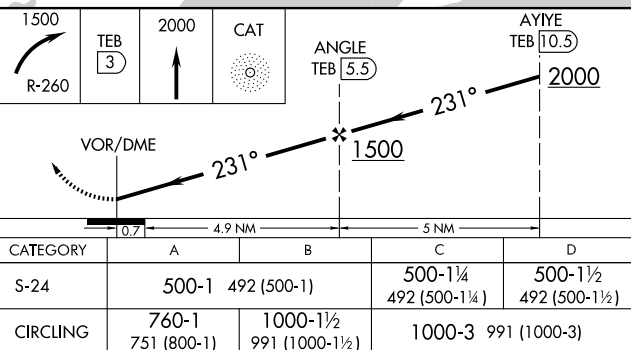
TDZ/CL Rwy 19
HIRL Rwy 1-19 and 6-24
REIL Rwy 1, 19 and 24

TETERBORO, NEW JERSEY

Orig-A 10210



KENNEDY
115.9 JFK
Chan 106



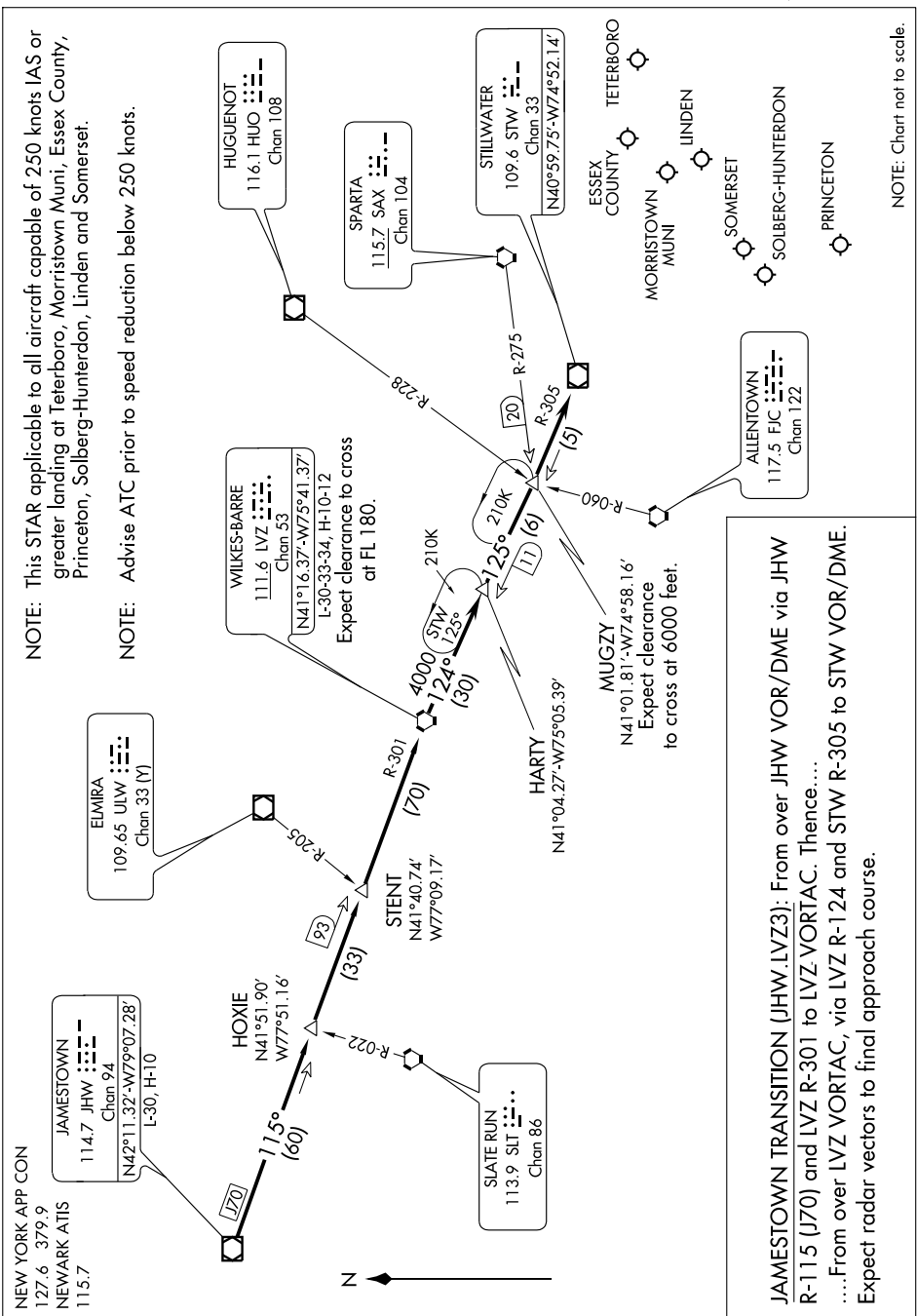
40°51'N - 74°04'W

TETERBORO (TEB)
VOR RWY 24

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NE-2, 23 SEP 2010 to 21 OCT 2010



WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

TOMS RIVER

ROBERT J. MILLER AIR PARK (MJX) 5 SW UTC-5(-4DT) N39°55.65' W74°17.54'

82 B S4 FUEL 100LL, JET A OX 3 TPA-1000(918) NOTAM FILE MJX

RWY 06-24: H5949X100 (ASPH) S-12 HIRL

RWY 06: MALSR. PAPI(P2L)—GA 3.0° TCH 53'.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer on and in/ovf arpt.

ACTIVATE HIRL Rwy 06-24, MALSR Rwy 06, REIL Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.875 (732) 244-4450.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (NEW YORK FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

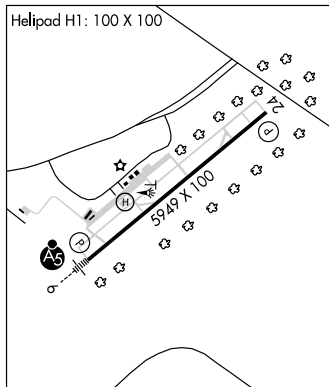
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04'

W74°25.90' 054° 9.2 NM to fld. 210/10W.

ILS 109.9 I-MJX Rwy 06. Class IA. Unmonitored.

HELIPAD H1: H100X100 (ASPH-GRVL)

HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.



TORBY N40°48.27' W74°07.95' NOTAM FILE TEB.

NDB (LOM) 214 TE 062° 4.3 NM to Teterboro. Unusable byd 10 NM.

TRENN N40°12.76' W74°53.91' NOTAM FILE TTN.

NDB (LOM) 369 TT 057° 5.5 NM to Trenton Mercer. Unmonitored.

WASHINGTON

H-101, 12J, L-34G




IAP

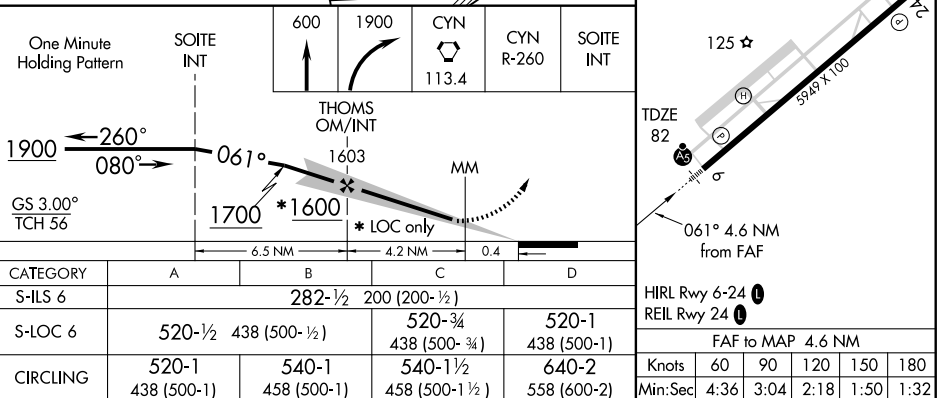
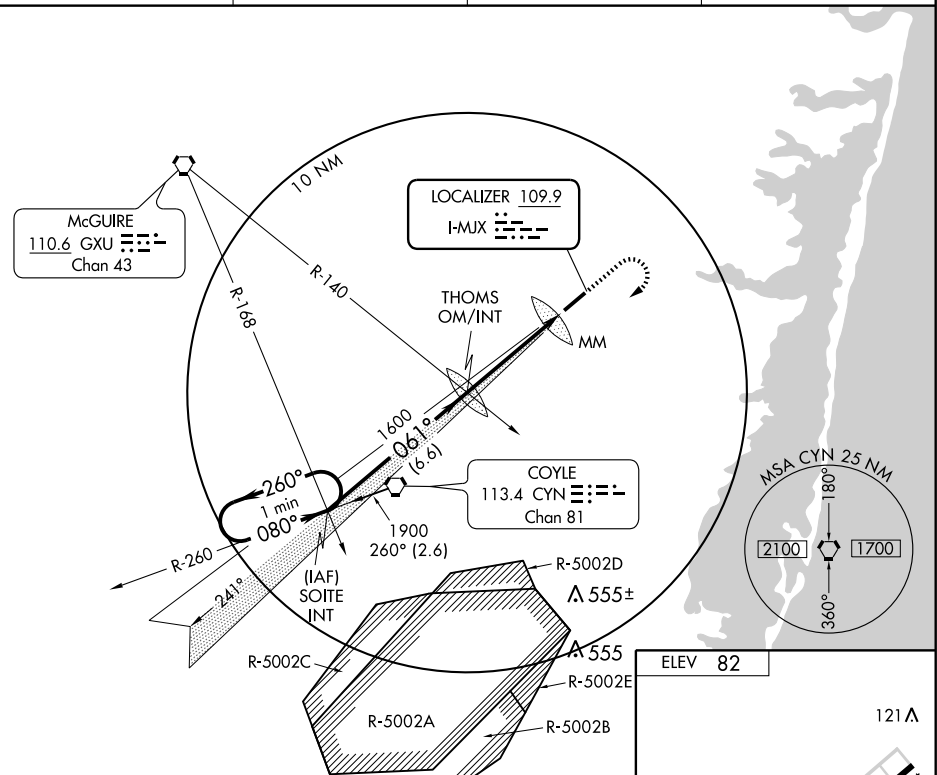
NEW YORK

L-34G

LOC I-MJX <u>109.9</u>	APP CRS 061°	Rwy Idg 5949 TDZE 82 Apt Elev 82
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TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

 If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.	 MALS R	MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.	
AWOS-3 119.875	MCGUIRE APP CON 124.15 363.8	UNICOM 122.7 (CTAF) 	GCO 121.725



TOMS RIVER, NEW JERSEY

Amdt 1 07270

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

39°56'N-74°18'W

ILS RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON

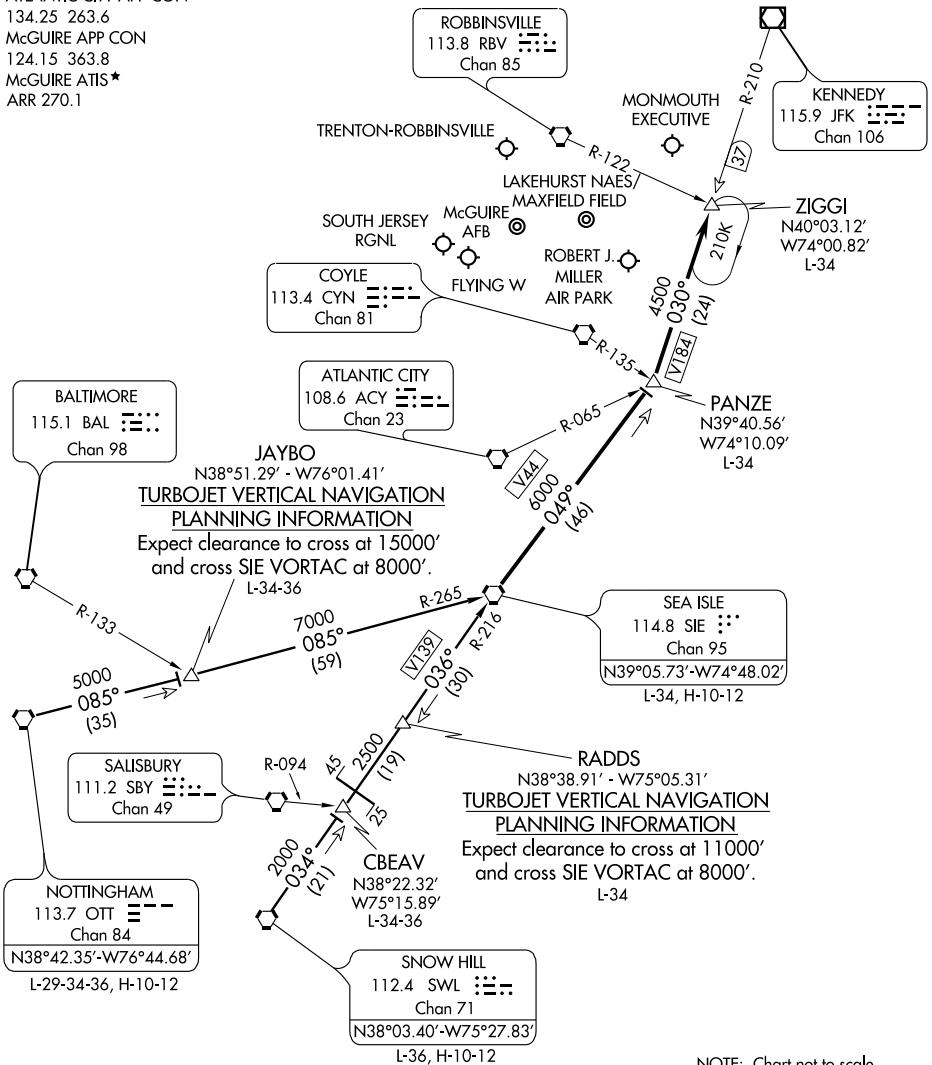
134.25 263.6

McGUIRE APP CON

124.15 363.8

McGUIRE ATIS*

ARR 270.1



NE-2, 23 SEP 2010 to 21 OCT 2010

NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . .

. . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL

(SIE.SIE4) 08101

TOMS RIVER, NEW JERSEY

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	054°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 6

TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

T	Use McGuire AFB altimeter setting.
A NA	ACTIVATE MALS Rwy 6 UNICOM. Inoperative table does not apply to CAT C.

MALSR
A5

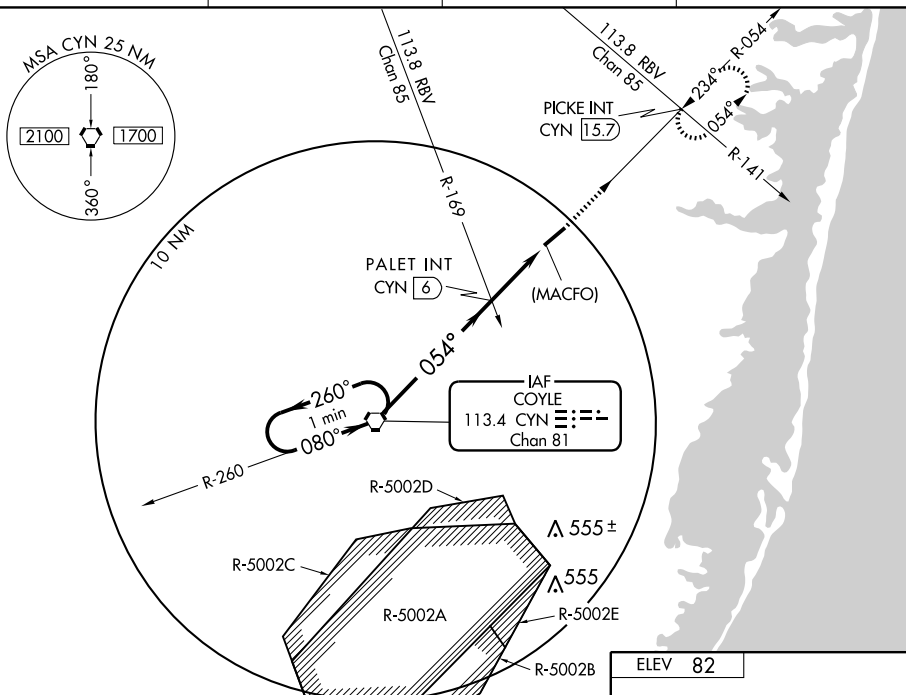
MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

AWOS-3
119.875

MCGUIRE APP CON
124.15 363.8

UNICOM
122.7 (CTAF) L

GCO
121.725



One Minute Holding Pattern

VORTAC

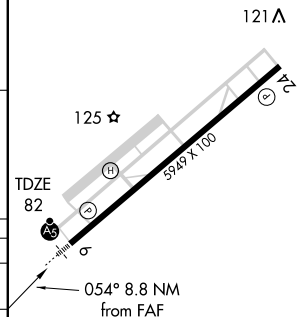
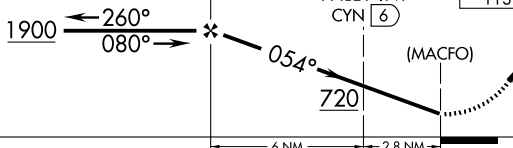
PALET INT

2000
↑
CYN R-054
1134

PICKF

ELEV 82

121A



CATEGORY	A	B	C	D
S-6	720-¾	638 (700-¾)	720-1¾ 638 (700-1 ¾)	720-2 638 (700-2)
CIRCLING	720-1	638 (700-1)	720-1¾ 638 (700-1 ¾)	720-2 638 (700-2)
DUAL VOR or VOR/DME MINIMA				
S-6	520-¾	438 (500- ¾)	520-1¼ 438 (500-1 ¼)	520-1½ 438 (500-1 ½)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1 ½)	640-2 558 (600-2)

HIRL Rwy 6-24 L					
REIL Rwy 24 L					
FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

TOMS RIVER, NEW JERSEY
Amdt 6A 07270

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

39°56'N-74°18'W

VOR or GPS RWY 6

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010

VORTAC CYN 113.4 Chan 81	APP CRS 234°	Rwy Idg TDZE Apt Elev 82	5949 82
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VOR or GPS RWY 24

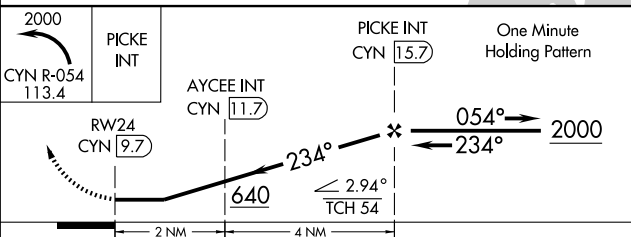
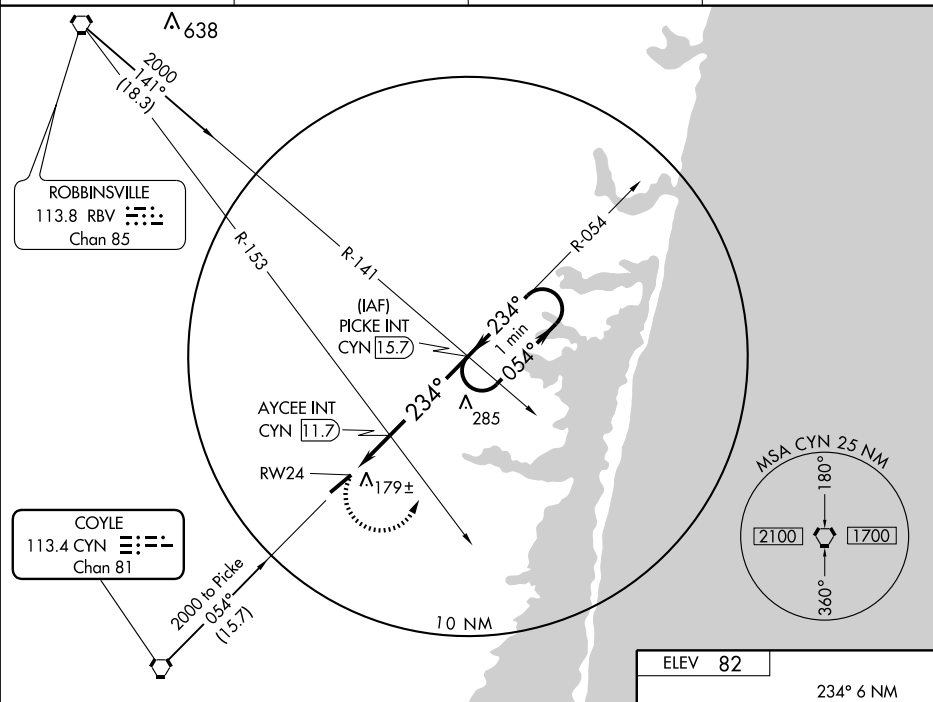
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)



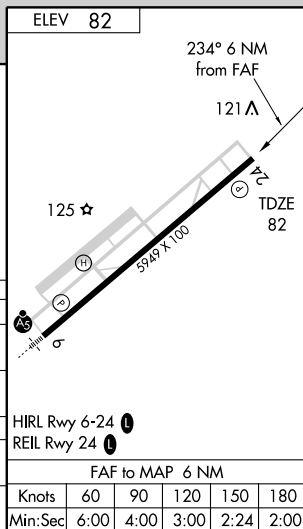
NA

Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

AWOS-3
119.875MCGUIRE APP CON
124.15 363.8UNICOM
122.7 (CTAF) 0GCO
121.725

CATEGORY	A	B	C	D
S-24	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)
DUAL VOR OR DME MINIMUMS				
S-24	480-1 398 (400-1)		480-1¼ 398 (400-1¼)	
CIRCLING	540-1 458 (500-1)		540-1½ 458 (500-1½)	640-2 558 (600-2)



AIRPORT DIAGRAM

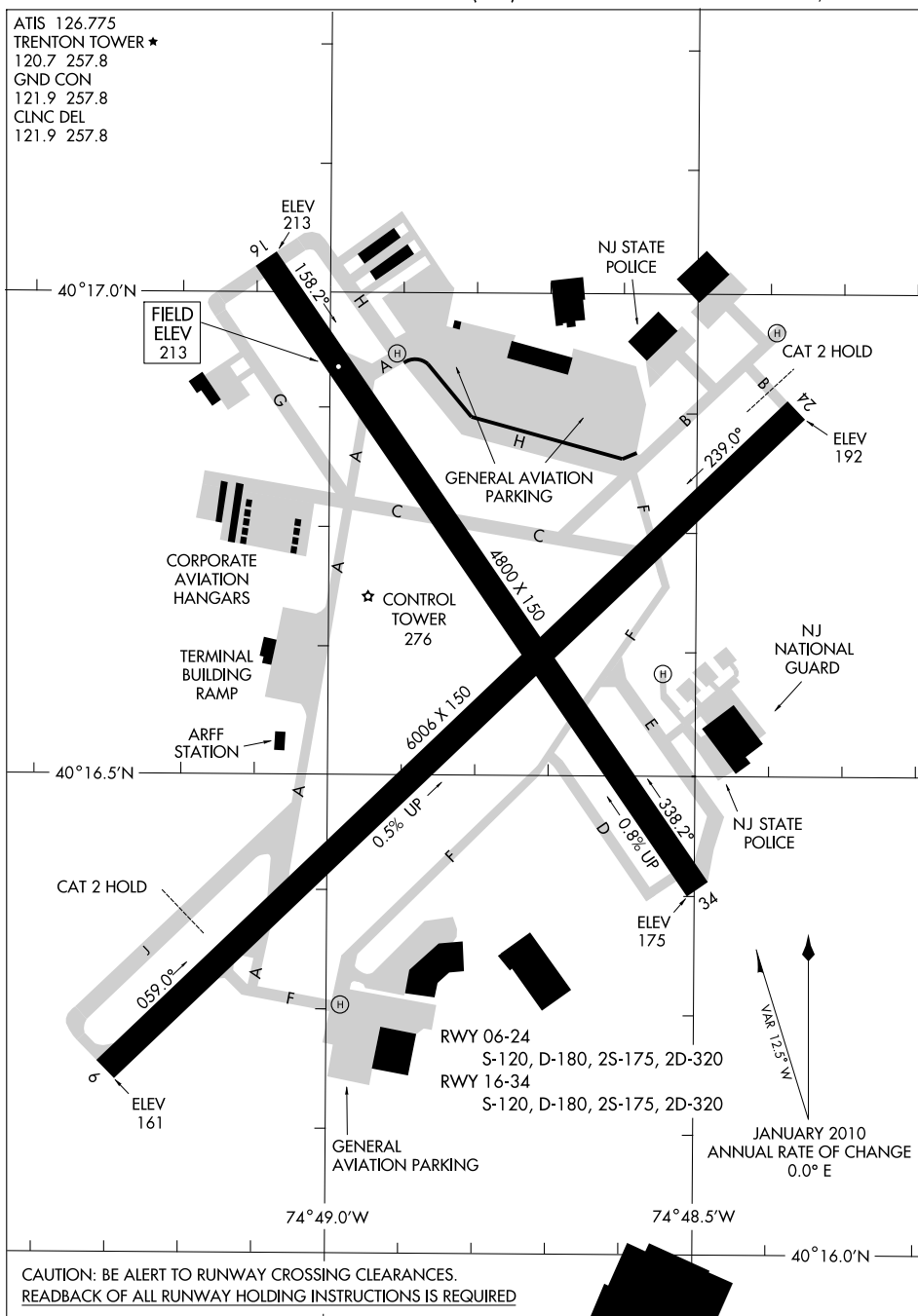
AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

ATIS 126.775
TRENTON TOWER ★
120.7 257.8
GND CON
121.9 257.8
CLNC DEL
121.9 257.8

NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

TRENTON, NEW JERSEY
TRENTON MERCER (TTN)

TRENTON MERCER (TTN) 4 NW UTC-5(-4DT) N40°16.60' W74°48.81'

NEW YORK

213 B S4 FUEL 100LL, JET A OX 2,4 TPA—See Remarks Class I, ARFF Index A

H-101, 12J, L-346, A

IAP, AD

NOTAM FILE TTN

RWY 06-24: H6006X150 (ASPH-GRVD) S-120, D-180, 2S-175,

2D-320 HIRL 0.5% up NE

RWY 06: MALSR. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RWY 16-34: H4800X150 (ASPH-GRVD) S-120, D-180, 2S-175,

2D-320 HIRL 0.8% up NW

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended continuously. Fuel avail continuously.

Geese and flocks of sea gulls and deer on and in/ovf arpt. No touch and go ldg or training ops 0300-1200Z. Recommend acft departing NE climb as expeditiously as possible to 1500 ft MSL to avoid Twin Pines tfc pattern; and acft ldg Rwy 24 maintain at least 1500 ft MSL till clearing the Twin Pines tfc pattern. Noise abatement procedures in effect, depts over 12,500 lbs fly rwy heading until 1700 ft MSL, depts under 12,500 lbs fly rwy heading until 1200 ft MSL. TPA for acft under 12,500 pounds 1200(987), acft over 12,500 pounds 1700(1487). When twr clsd ACTIVATE HIRL Rwy 06-24 and HIRL Rwy 16-34, MALSR Rwy 06, PAPI Rwy 24 and Rwy 16 and Rwy 34, REIL Rwy 24 and Rwy 16 and Rwy 34, and twy lghts—CTAF. Ldg fee for all transient acft. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS 126.77 (609) 538-8690. LAWRS.**COMMUNICATIONS:** CTAF 120.7 ATIS 126.775 UNICOM 122.95

Ⓡ PHILADELPHIA APP/DEP CON 123.8 (128.4 when twr closed) CLNC DEL TF 800-354-9884.

TOWER 120.7 (1100-0300Z) GND CON 121.9 CLNC DEL 121.9

AIRSPACE: CLASS D svc 1100-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 082° 4.5 NM to fld. 300/10W.

TRENN NDB (LOM) 369 TT N40°12.76' W74°53.95' 58° 5.5 NM to fld. Unmonitored.

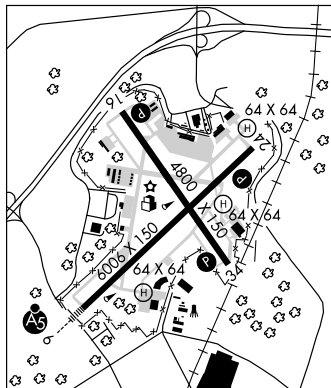
ILS 111.3 I-TTN Rwy 06. Class IA. LOM TRENN NDB. ILS unmonitored when twr clsd.

HELIPAD H1: H64X64 (ASPH)

HELIPAD H2: H64X64 (ASPH)

HELIPAD H3: H64XA64 (ASPH)

HELIPORT REMARKS: Helipad H1 located at intersection of Twys A and H. Helipad H2 located at NE end of Twy B.
Helipad H3 located on S apron at Twy F.

**TRENTON-ROBBINSVILLE** (See ROBBINSVILLE)**TRINCA** (See ANDOVER)

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON 128.4 317.55
 TRENTON MERCER ATIS 126.775
 NEW CASTLE ATIS 123.95
 NORTHEAST PHILADELPHIA ATIS 121.15
 PHILADELPHIA INTL ARR ATIS 133.4

PHILIPSBURG
 115.5 PSB
 Chan 102
 N40°54.98'
 W77°59.56'
 L-30, H-10-12

EAST TEXAS
 110.2 ETX
 Chan 39

JOHNSTOWN
 113.0 JST
 Chan 77
 N40°19.00'
 W78°50.05'
 L-29, H-10-12

COFAX
 N40°18.78'
 W77°58.02'
 Expect clearance to
 cross at FL 250.

LANCASTER
 117.3 LRP
 Chan 120
 N40°07.20'
 W76°17.48'

BUNTS
 N40°04.93'
 W75°44.92'
 Expect clearance to
 cross at 8000'.

FL180
 096°
 (22)
 MIROY
 N40°18.93'
 W78°21.45'

LOMON
 N40°18.48'
 W77°29.00'

HARRISBURG
 112.5 HAR
 Chan 72
 N40°18.14'
 W77°04.17'

TRAGG
 N40°05.75'
 W75°56.35'

CHESTER COUNTY
 G.O. CARLSON
 MODENA
 113.2 MXE
 Chan 79

ST THOMAS
 115.0 THS
 Chan 97

BOUHN
 N40°10.15'
 W76°29.93'

LINDEN
 114.3 LDN
 Chan 90

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

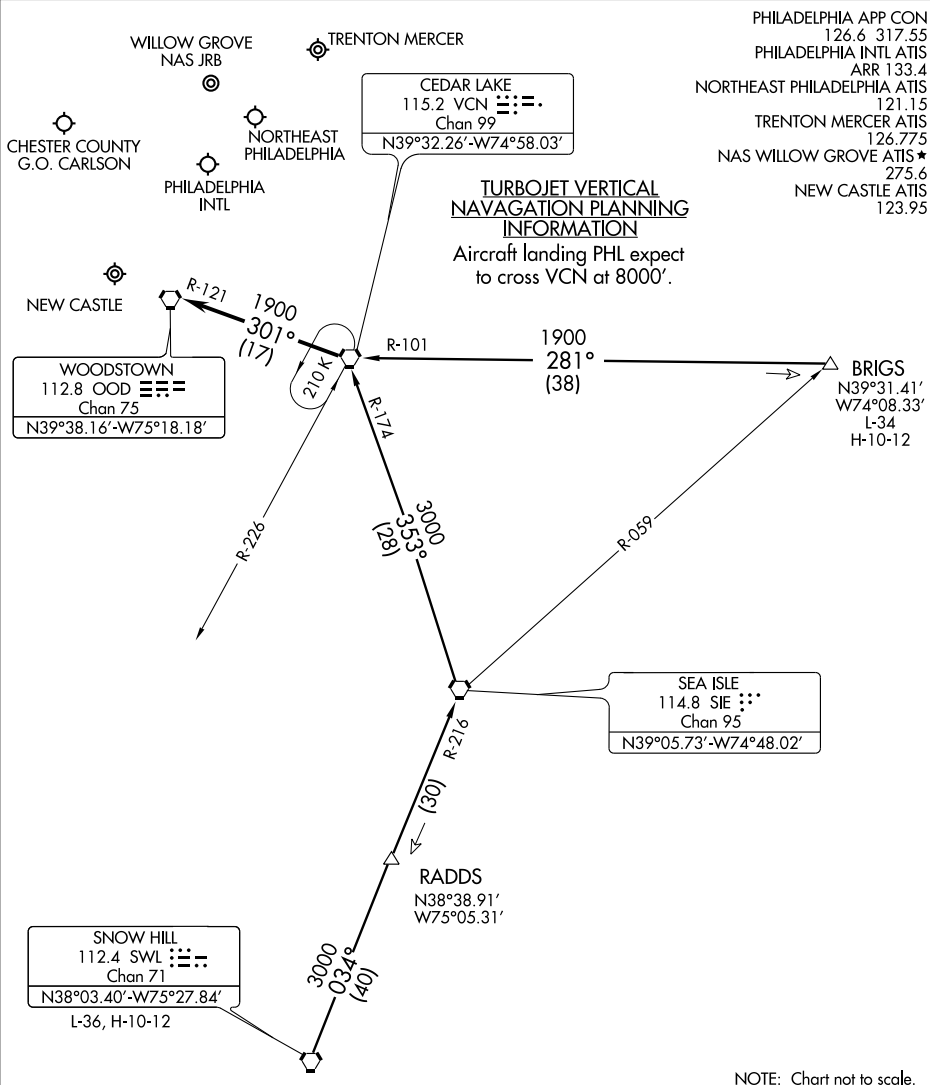
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . .

. . . From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

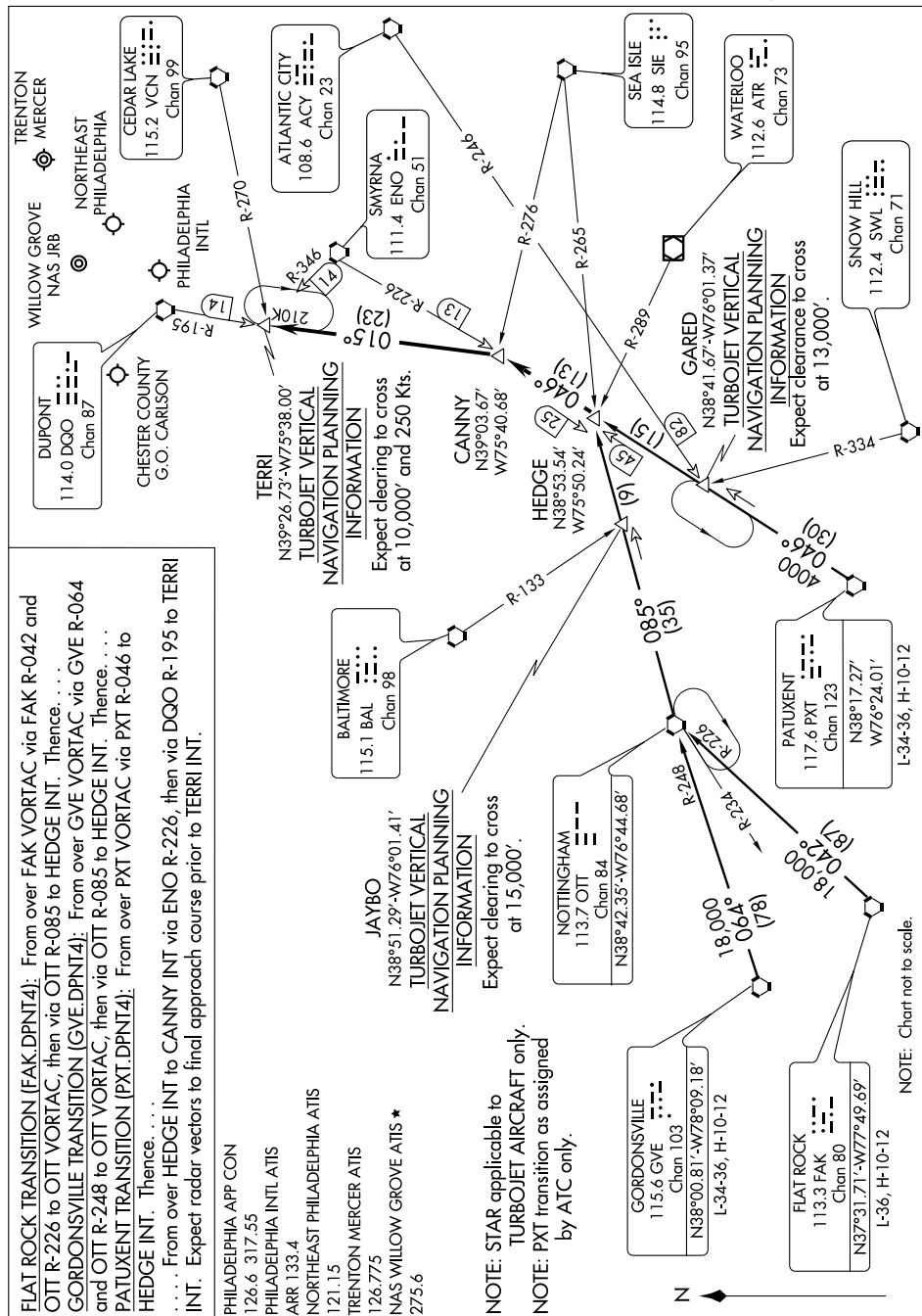
R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

APP CRS	Rwy ldg	4800
158°	TDZE	213
	Apt Elev	213

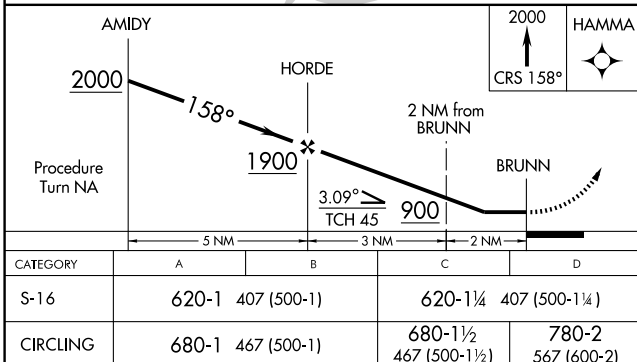
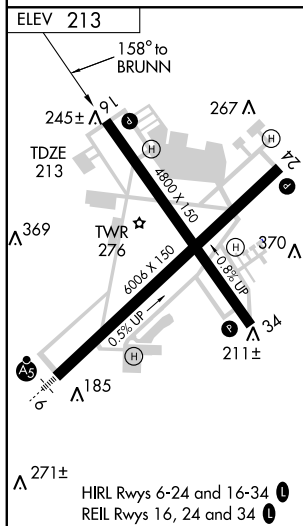
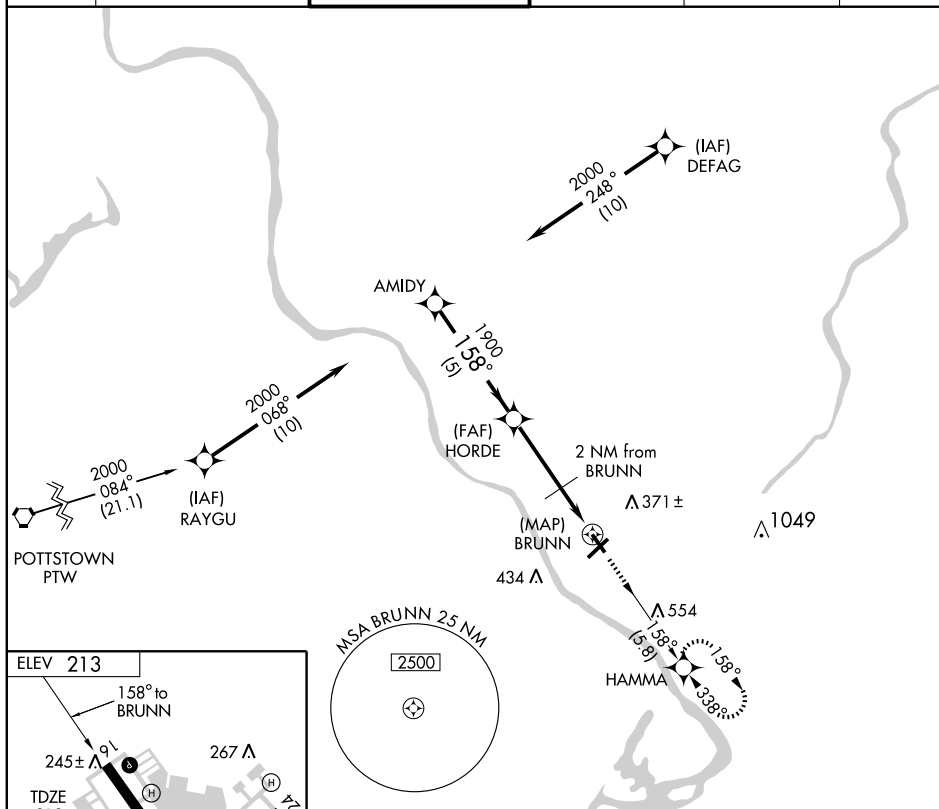
GPS RWY 16

TRENTON MERCER (TTN)

▼
▲ NA

MISSED APPROACH: Climb to 2000 via
158° course to HAMMA WP and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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APP CRS	Rwy Idg	4800
338°	TDZE	203
	Apt Elev	213

GPS RWY 34
TRENTON MERCER (TTN)



ANA

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

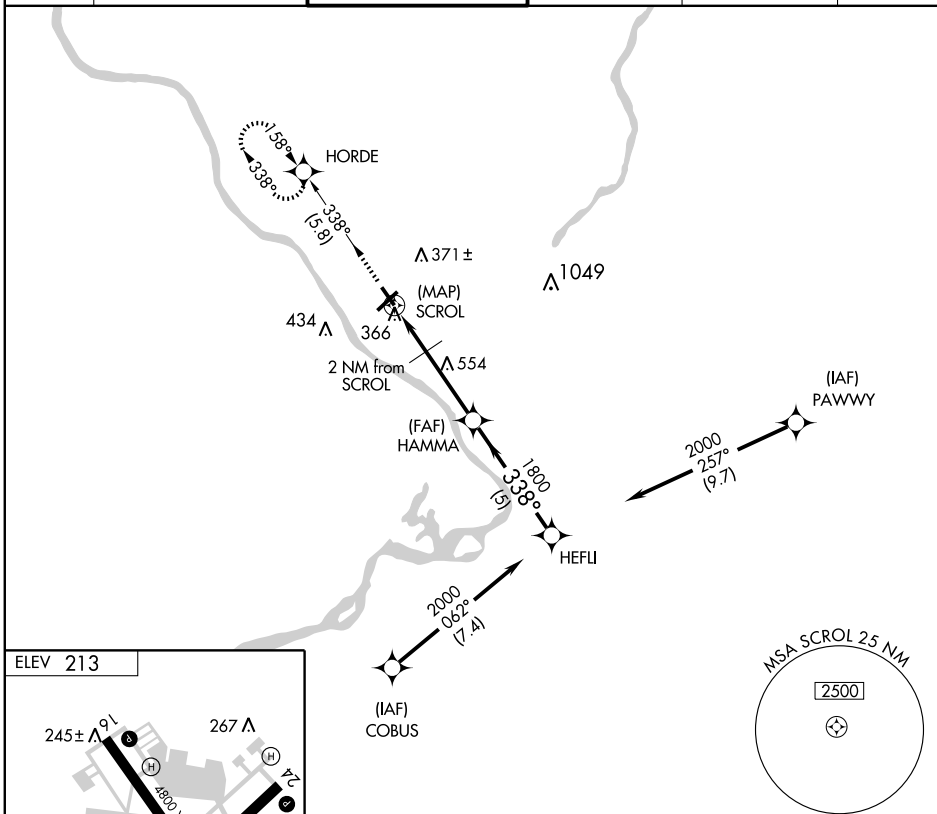
ATIS
126,775

PHILADELPHIA APP CON
123.8 291.7

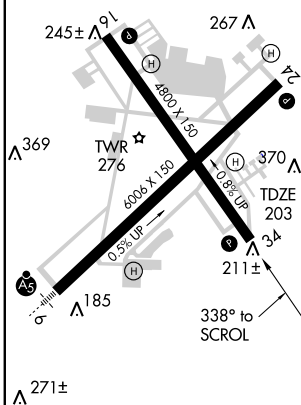
TRENTON TOWER ★
120.7 (CTAF) **L** 257.8


GND CON
121.9 257.8

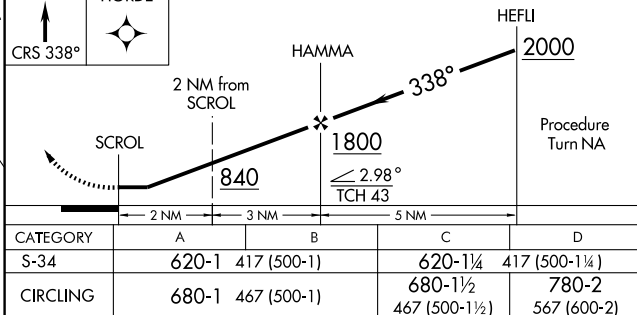
CLNC DEL
121.9 257.8

UNICOM
122.95

ELEV 213



2000 ↑ CRS 338°	HORDE 
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TRENTON, NEW JERSEY

Orig-A 08045

TRENTON MERCER (TTN)

GPS RWY 34

40°17'N - 74°49'W

NE-2, 23 SEP 2010 to 21 OCT 2010

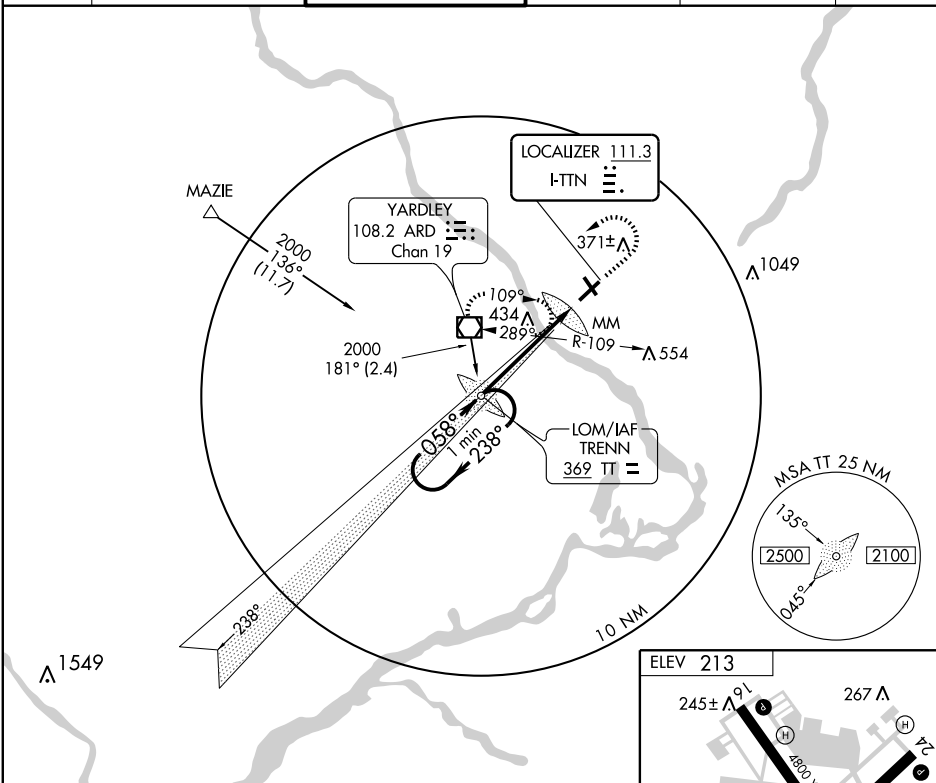
NE-2. 23 SEP 2010 to 21 OCT 2010

LOC I-TTN 111.3	APP CRS 058°	Rwy Idg TDZE Apt Elev	6006 186 213
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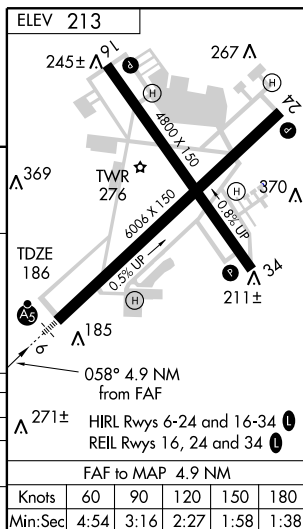
ILS RWY 6

TRENTON MERCER (TTN)

▼ ▲ For inoperative MALS, increase S-LOC-6 Cat D visibility to 1 mile.		MALS 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.		
ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95



One Minute Holding Pattern 			
LOM 1809 2000 ← 238° 058° → GS 3.00° TCH 60 1900 058° 4.5 NM 0.4			
CATEGORY	A	B	C
S-ILS 6	386-½ 200 (200-½)		
S-LOC 6	520-½ 334 (400-½)		
CIRCLING	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

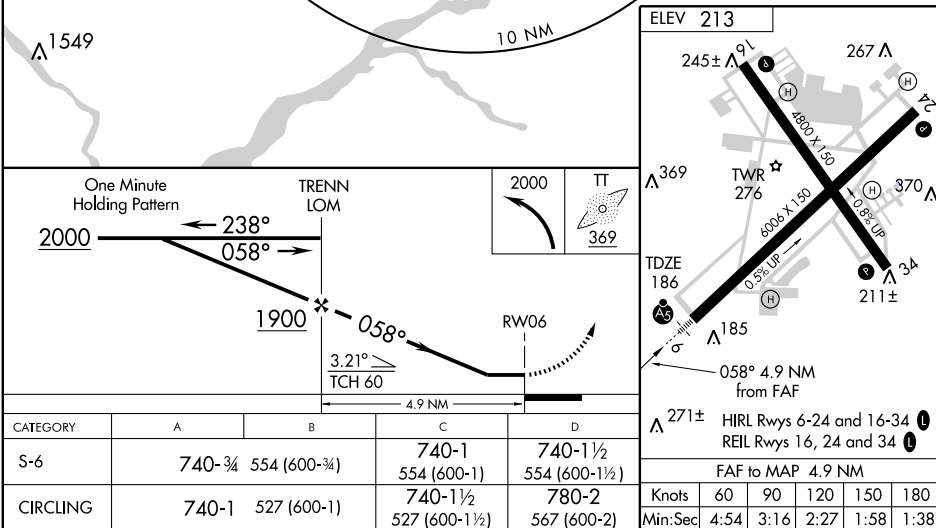
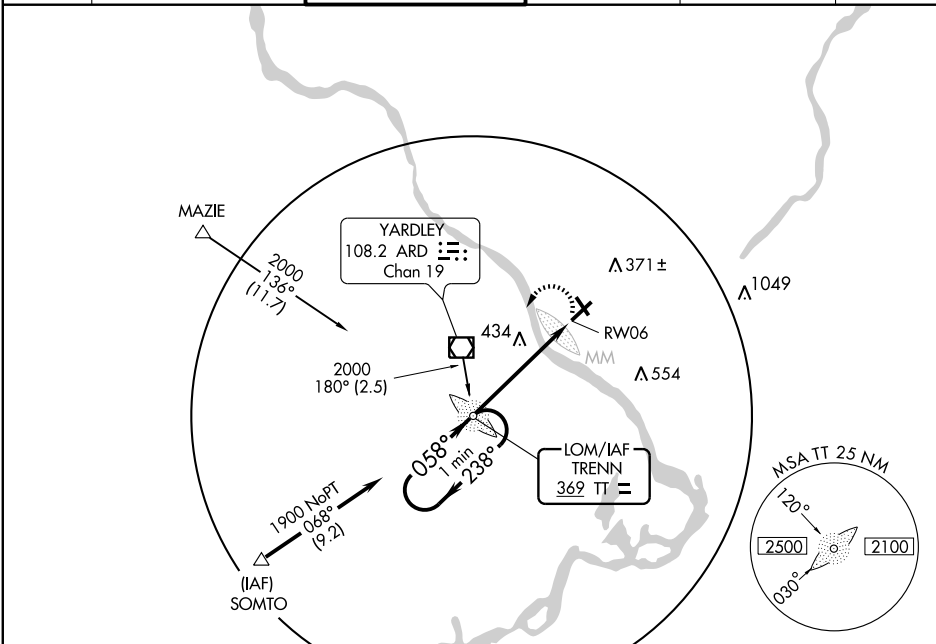


LOM TT 369	APP CRS 058°	Rwy Idg TDZE Apt Elev	6006 186 213
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NDB or GPS RWY 6

TRENTON MERCER (TTN)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div>			MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.		
ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95	



VOR/DME ARD 108.2 Chan 19	APP CRS 081°	Rwy Idg TDZE Apt Elev	N/A N/A 213
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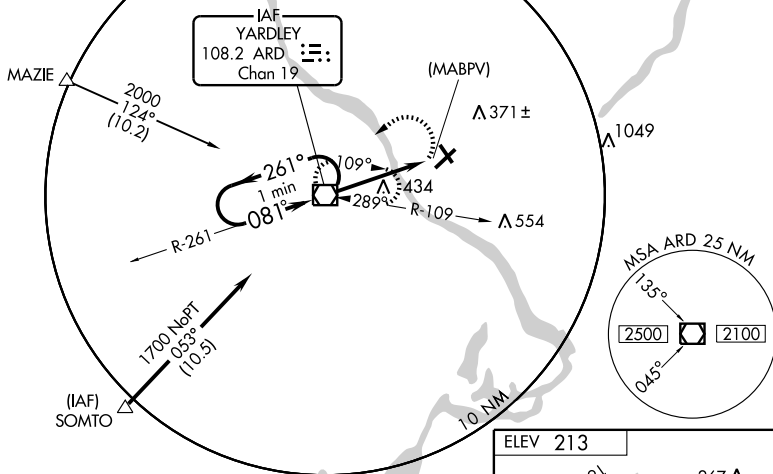
VOR or GPS-A

TRENTON MERCER (TTN)



MISSED APPROACH: Climbing left turn to
2000 direct ARD VOR/DME and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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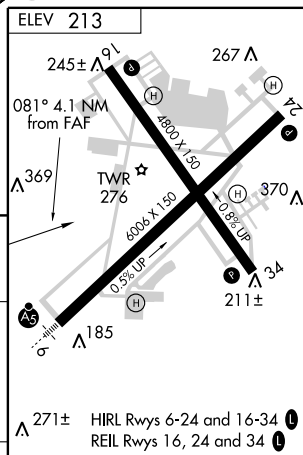
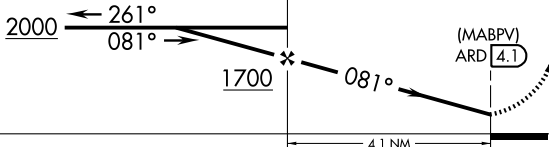


△ 1549

One Minute
Holding Pattern

VOR/DME

2000 ARD
108.2



VOR/DME ARD	APP CRS	Rwy Idg	6006
108.2	260°	TDZE	193
Chan 19		Apt Elev	213

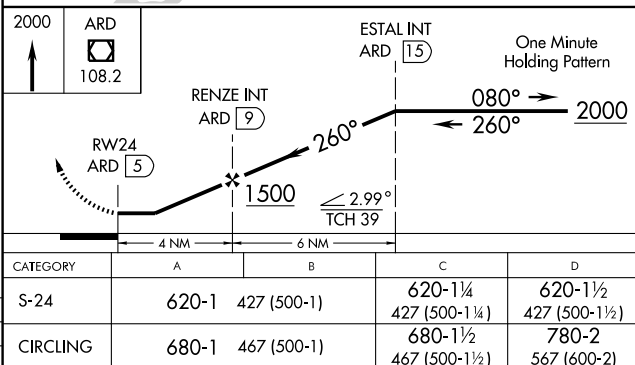
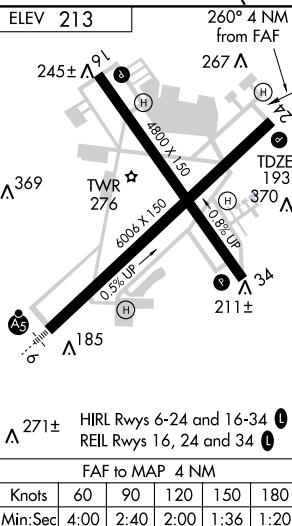
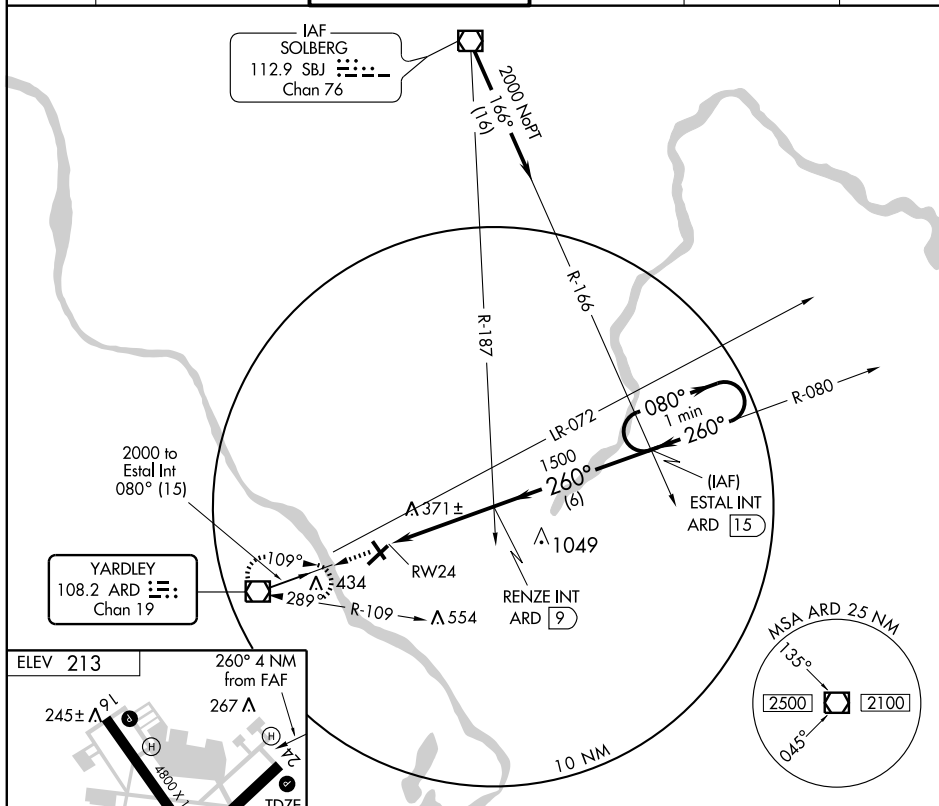
VOR or GPS RWY 24

TRENTON MERCER (TTN)



MISSED APPROACH: Climb to 2000
direct to ARD VOR/DME and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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VINCENTOWN

RED LION (N73) 2 S UTC-5(-4DT) N39°54.25' W74°44.97'

WASHINGTON

54 B S4 FUEL 100LL NOTAM FILE MIV

L-34G, A

RWY 05-23: H2880X50 (ASPH) MRL (NSTD) 0.4% up SW

IAP

RWY 05: PAPI(P2L)—GA 4.0° TCH 28'. Trees.

RWY 23: PAPI(P2R)—GA 5.0° TCH 35'. Thld dspld 140'. Trees.

AIRPORT REMARKS: Attended 1300Z±—dark. Rwy 05-23 NSTD MRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50' long. Rwy 5 thld lgts installed 110' byd thld. Rwy 23 end lgts located 110' before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MRL Rwy 05-23—123.5.

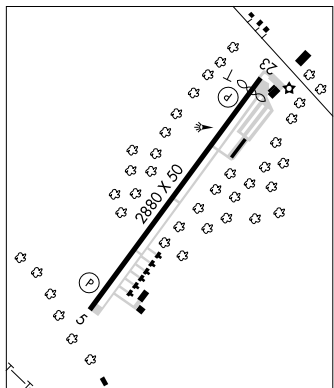
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ McGUIRE APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04'

W74°25.90' 300° 15.6 NM to fld. 210/10W.



VINELAND

KROELINGER (29N) 3 N UTC-5(-4DT) N39°31.44' W75°02.78'

WASHINGTON

93 TPA—893(800) NOTAM FILE MIV

L-34G, A

RWY 10-28: 2086X190 (TURF)

IAP

RWY 10: Tree. RWY 28: P-line.

AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.

COMMUNICATIONS: CTAF 122.9

ATLANTIC CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26' W74°58.03' 267° 3.8 NM to fld. 120/10W.

VINELAND—DOWNTOWN (28N) 4 NE UTC-5(-4DT) N39°32.26' W74°57.98'

WASHINGTON

120 FUEL 100LL, JET A TPA—1320(1200). NOTAM FILE MIV

RWY 02-20: 2251X100 (TURF) LIRL

RWY 02: Tree. RWY 20: Building.

RWY 12-30: 1800X100 (TURF)

RWY 12: Trees. RWY 30: Brush.

AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z±. Unattended Dec–Mar. For fuel phone 856-697-3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12-30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856-697-3300.

COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2N UTC-5(-4DT) N39°39.92' W74°18.48'

WASHINGTON

35 NOTAM FILE MIV

Not insp.

L-34G

RWY 14-32: H3200X60(ASPH)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and lgds prohibited. Rwy 14-32 NSTD object free area. Small group of trees 95' north of centerline abeam AER 14. Remote ctl acft opr adjacent to rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04' W74°25.90' 158° 10.8 NM to fld. 210/10W.

APP CRS
048°

Rwy Idg **2880**
TDZE **54**
Apt Elev **54**

RNAV (GPS) RWY 5

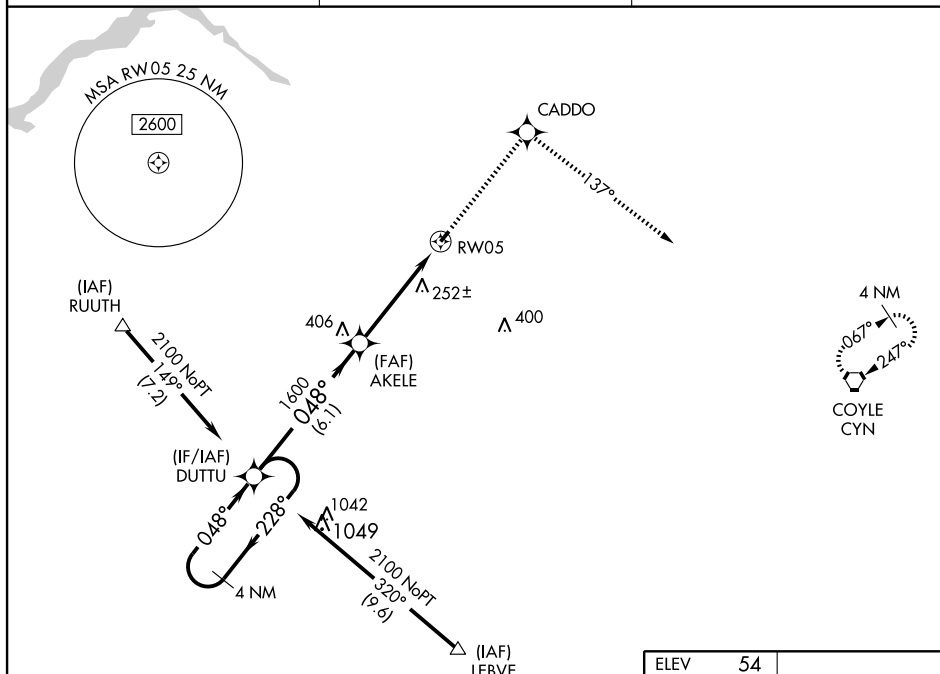
VINCENTOWN/ RED LION (N73)

▽ DME/DME RNP-0.3 NA.
△ NA Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct CADD0 and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF)

123.50

4 NM
Holding Pattern

2100 ← 228°
048° →

VGSI and descent
angles not coincident.

6.1 NM

4.7 NM

CATEGORY A B C D

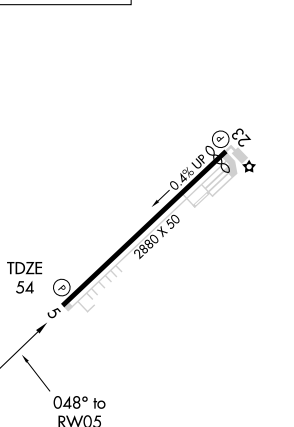
LNAV MDA 580-1 526 (600-1) NA

CIRCLING 580-1 526 (600-1) NA

2000 CADD0 TRK 137° CYN

AKELE 1600 3.04° TCH 40 RW05

ELEV 54



MIRL Rwy 5-23

VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy Idg TDZE Apt Elev	N/A N/A 54
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VOR-A

VINCENTOWN/ RED LION (N73)

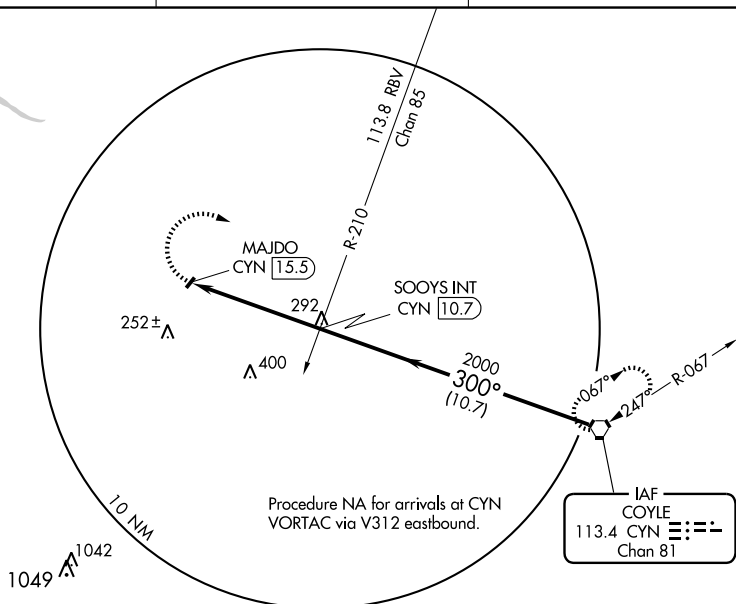


Use Mount Holly altimeter setting; when not received, use
McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn
to 2000 direct CYN VORTAC and hold.

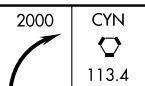
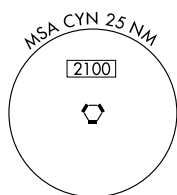
McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF)

123.5 0

Procedure NA for arrivals at CYN
VORTAC via V312 eastbound.

IAF
COYLE
113.4 CYN
Chan 81



SOOYS INT
CYN **10.7**

VORTAC

MAJDO
CYN **15.5**

2000**2000**

Procedure
Turn NA

4.9 NM

10.7 NM

CATEGORY

A

B

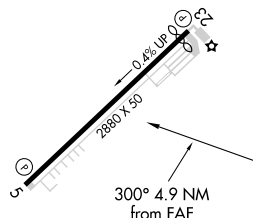
C

D

CIRCLING

620-1 566 (600-1)

NA

ELEV **54**MRL Rwy 5-23 **0**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VINCENTOWN**RED LION** (N73) 2 S UTC-5(-4DT) N39°54.25' W74°44.97'

WASHINGTON

54 B S4 FUEL 100LL NOTAM FILE MIV

L-34G, A

RWY 05-23: H2880X50 (ASPH) MRL (NSTD) 0.4% up SW

IAP

RWY 05: PAPI(P2L)—GA 4.0° TCH 28'. Trees.

RWY 23: PAPI(P2R)—GA 5.0° TCH 35'. Thld dspld 140'. Trees.

AIRPORT REMARKS: Attended 1300Z±—dark. Rwy 05-23 NSTD MRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50' long. Rwy 5 thld lgts installed 110' by thld. Rwy 23 end lgts located 110' before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MRL Rwy 05-23—123.5.

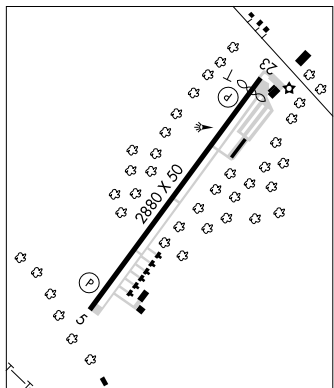
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ McGUIRE APP/DEP CON 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04'

W74°25.90' 300° 15.6 NM to fld. 210/10W.

**VINELAND****KROELINGER** (29N) 3 N UTC-5(-4DT) N39°31.44' W75°02.78'

WASHINGTON

93 TPA—893(800) NOTAM FILE MIV

L-34G, A

RWY 10-28: 2086X190 (TURF)

IAP

RWY 10: Tree. RWY 28: P-line.

AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.**COMMUNICATIONS:** CTAF 122.9

ATLANTIC CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26' W74°58.03' 267° 3.8 NM to fld. 120/10W.

VINELAND—DOWNTOWN (28N) 4 NE UTC-5(-4DT) N39°32.26' W74°57.98'

WASHINGTON

120 FUEL 100LL, JET A TPA—1320(1200). NOTAM FILE MIV

RWY 02-20: 2251X100 (TURF) LIRL

RWY 02: Tree. RWY 20: Building.

RWY 12-30: 1800X100 (TURF)

RWY 12: Trees. RWY 30: Brush.

AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z±. Unattended Dec–Mar. For fuel phone 856-697-3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12-30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856-697-3300.

COMMUNICATIONS: CTAF/UNICOM 122.8**WEST CREEK****EAGLES NEST** (31E) 2N UTC-5(-4DT) N39°39.92' W74°18.48'

WASHINGTON

35 NOTAM FILE MIV

Not insp.

L-34G

RWY 14-32: H3200X60(ASPH)

RWY 14: Tree. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and lgds prohibited. Rwy 14-32 NSTD object free area. Small group of trees 95' north of centerline abeam AER 14. Remote ctl acft opr adjacent to rwy.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04' W74°25.90' 158° 10.8 NM to fld. 210/10W.

VORTAC VCN 115.2 Chan 99	APP CRS 267°	Rwy Idg TDZE Apt Elev	N/A N/A 93
--	------------------------	-----------------------------	---------------------------------------

VOR or GPS-B
VINELAND/KROELINGER (29N)

▼ Use Millville Muni altimeter setting.
▲ NA Procedure not authorized at night.

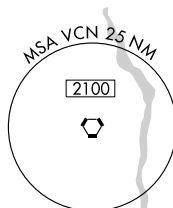
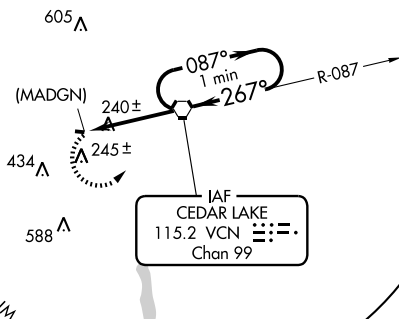
MISSED APPROACH: Climbing left turn to 1600
direct VCN VORTAC and hold.

ATLANTIC CITY APP CON
124.6 327.125

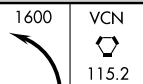
CTAF
122.9

▲ 1049

▲ 1049

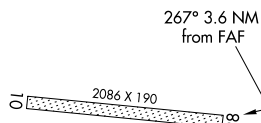
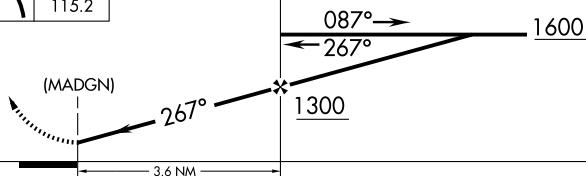


ELEV **93**



VORTAC

One Minute
Holding Pattern



160 **▲**

CATEGORY	A	B	C	D
CIRCLING	620-1 527 (600-1)		NA	

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC-5(-4DT) N41°07.70' W74°20.79'

NEW YORK

791 B S4 FUEL 100LL, JET A TPA-1800(1009) NOTAM FILE MIV

L-33A, 34H

RWY 06-24: H3471X60 (ASPH) MIRL

IAP

RWY 06: PAPI(P2L)-GA 5.75° TCH 39'. Trees. Rgt tfc.

RWY 24: PAPI(P2L)-GA 3.5° TCH 44'. Tree.

AIRPORT REMARKS: Attended 1300-2200Z \pm . Deer and birds on and in/ov arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06-24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lghts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06-24-CTAF.

COMMUNICATIONS: CTAF 122.9

® NEW YORK APP/DEP CON 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05' W74°32.30' 078° 9.4 NM to fld. 1410/11W.

WILDWOOD

CAPE MAY CO (WWD) 4 NW UTC-5(-4DT) N39°00.51' W74°54.50'

WASHINGTON

23 B S2 FUEL 100LL, JET A TPA-See Remarks ARFF Index Ltd. NOTAM FILE WWD

L-34G, A

RWY 01-19: H4998X150 (ASPH) S-45, D-75, 2S-95, 2D-120 HIRL

IAP

RWY 01: PAPI(P4L)-GA 3.0°TCH 45'. Tree.

RWY 19: PAPI(P4L)-GA 3.0°TCH 59'. Thld dsplcd 77'. Road.

RWY 10-28: H4998X150 (ASPH) S-45, D-75, 2S-95, 2D-120

MIRL

RWY 10: PAPI(P4L)-GA 3.0°TCH 45'. Trees.

RWY 28: PAPI(P4L)-GA 3.0°TCH 45'. Twr.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

RWY 10: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

RWY 19: TORA-4998 TODA-4998 ASDA-4998 LDA-4921

RWY 28: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

AIRPORT REMARKS: Attended 1300-2300Z \pm . Birds on and in/ov arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79'. Twy A west of Twy F can only be used by acft with wingspans less than 79'. TPA-823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01-19, MIRL Rwy 10-28-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (609) 886-9089

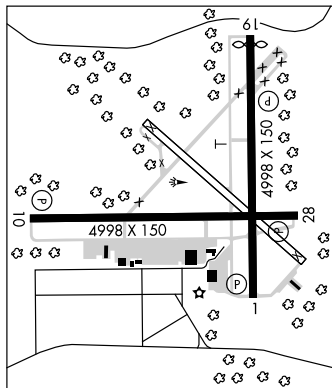
COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTIC CITY APP/DEP CON 124.6 CLNC DEL 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59' W75°12.68' 059° 18.5 NM to fld. 5/09W.

ILS 108.9 I-CEJ Rwy 19. LOC only. LOC unmonitored.



WILLIAMSTOWN

SOUTHERN CROSS (C01) 3 SW UTC-5(-4DT) N39°39.33' W75°00.87'

WASHINGTON

145 S2 FUEL 100LL NOTAM FILE MIV

RWY 09-27: 2400X80 (TURF)

RWY 09: P-line. RWY 27: Tree.

AIRPORT REMARKS: Attended daylight hrs. Rwy 09 p-line marked with orange balls.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3471
061°	TDZE	791
	Apt Elev	791

RNAV (GPS) RWY 6

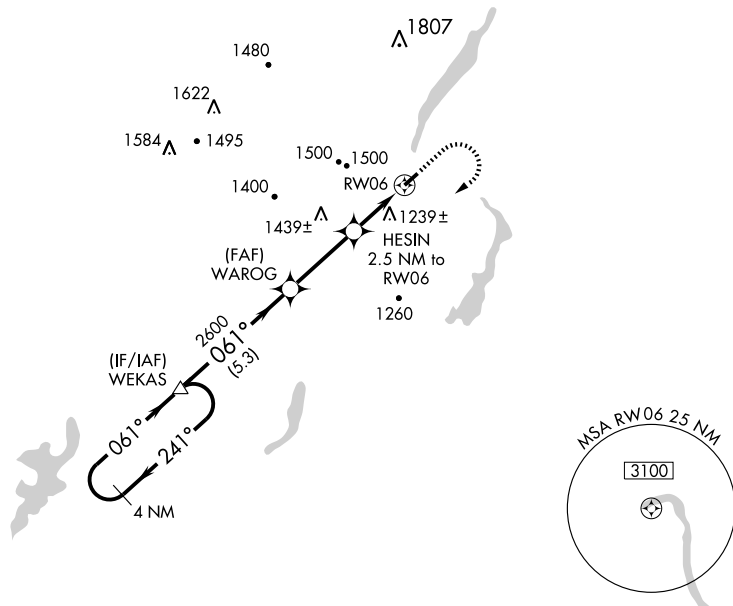
WEST MILFORD / GREENWOOD LAKE (4N1)

▽ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
△ NA Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

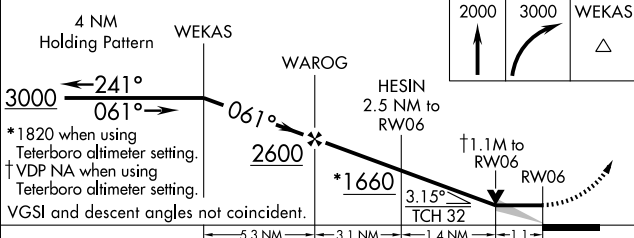
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

NEW YORK APP CON
127.6 379.9

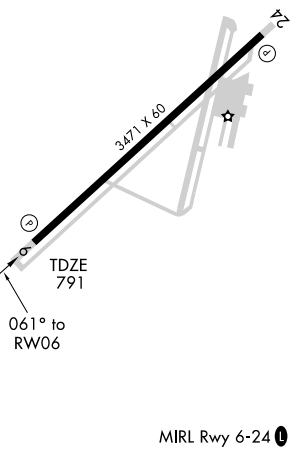
CTAF
122.9 0



ELEV 791



CATEGORY	A	B	C	D
LNNAV MDA	1540-1 749 (800-1)	1540-1¼ 749 (800-1¼)	NA	
CIRCLING	1560-1 769 (800-1)	1600-1¼ 809 (900-1¼)	NA	
TETERBORO ALTIMETER SETTING MINIMUMS				
LNNAV MDA	1700-1¼ 909 (1000-1¼)	NA		
CIRCLING	1720-1¼ 929 (1000-1¼)	1760-1½ 969 (1000-1½)	NA	



MIRL Rwy 6-24 0

WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC-5(-4DT) N41°07.70' W74°20.79'

791 B S4 **FUEL** 100LL, JET A TPA—1800(1009) NOTAM FILE MIV

RWY 06-24: H3471X60 (ASPH) MIRL

RWY 06: PAPI(P2L)—GA 5.75° TCH 39'. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.5° TCH 44'. Tree.

AIRPORT REMARKS: Attended 130-2200Z. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06-24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRRWy 06-24-CTAF.

COMMUNICATIONS: CTAF 122.9

® NEW YORK APP/DEP CON 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTAC 115.7 **SAX** Chan 104 N41°04.05' W74°32.30' 078° 9.4 NM to fld. 1410/11W.

NEW YORK

L-33A, 34H

IAP

WILDWOOD

CAPE MAY CO (WVD) 4 NW UTC-5(-4DT) N39°00.51' W74°54.50'

23	B	S2	FUEL	100LL, JET A	TPA—See Remarks	ARFF Index Ltd.	NOTAM FILE WWD
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RWY 01-19: H4998X150 (ASPH) S-45, D-75, 2S-95, 2D-120 HIRL

RWY 01: PAPI(P4L)—GA 3.0°TCH 45'. Tree.

RWY 19: PAPI(P4L)—GA 3.0°TCH 59'. Thld dspcd 77'. Road.

RWY 10-28: H4998X150 (ASPH) S-45, D-75, 2S-95, 2D-120

MIRL

RWY 10: PAPI(P4L)—GA 3.0°TCH 45'. Trees.

RWY 28: PAPI(P4L)—GA 3.0°TCH 45'. Twr.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

RWY 10: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

RWY 19: TORA-4998 TODA-4998 ASDA-4998 LDA-4921

RWY 28: TORA-4998 TODA-4998 ASDA-4998 LDA-4998

AIRPORT REMARKS: Attended 1300-2300Z+. Birds on and in/ovf arpt. PAEW within the safety area of all rwy and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79'. Twy A west of Twy F can only be used by acft with wingspans less than 79'. TPA-823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01-19, MIRL Rwy 10-28-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.275 (609) 886-9089

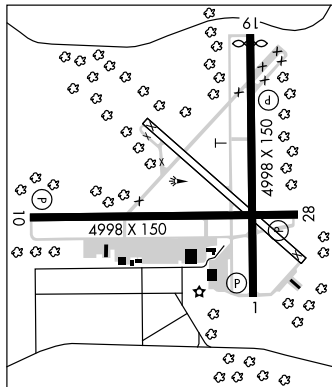
COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTIC CITY APP/DEP CON 124.6 CLNC DEL 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59' W75°12.68' 059° 18.5 NM to fld. 5/09W.

ILS 108.9 I-CEJ Rwy 19. LOC only. LOC unmonitored.



WASHINGTON

L-34G, A

IAP

WILLIAMSTOWN

SOUTHERN CROSS (CØ1) 3 SW UTC-5(-4DT) N39°39.33' W75°00.87'

145 S2 FUEL 100LL NOTAM FILE MIV

RWY 09-27: 2400X80 (TIRE)

RWY 09: P-line. RWY 27: Tree.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 09 p-line marked with orange balls.

COMMUNICATIONS: CTAF 122.9

WASHINGTON

LOC I-CEJ	APP CRS	Rwy Idg	4921
108.9	190°	TDZE	19
		Apt Elev	23

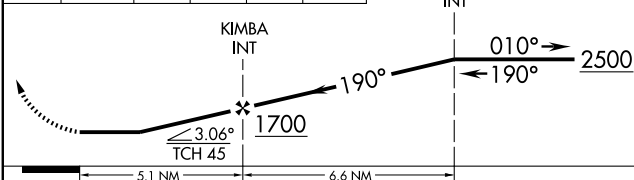
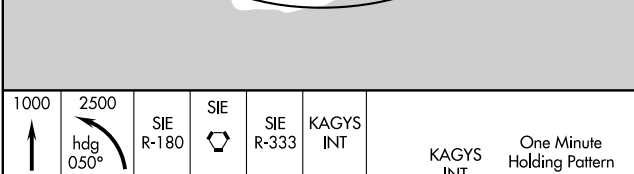
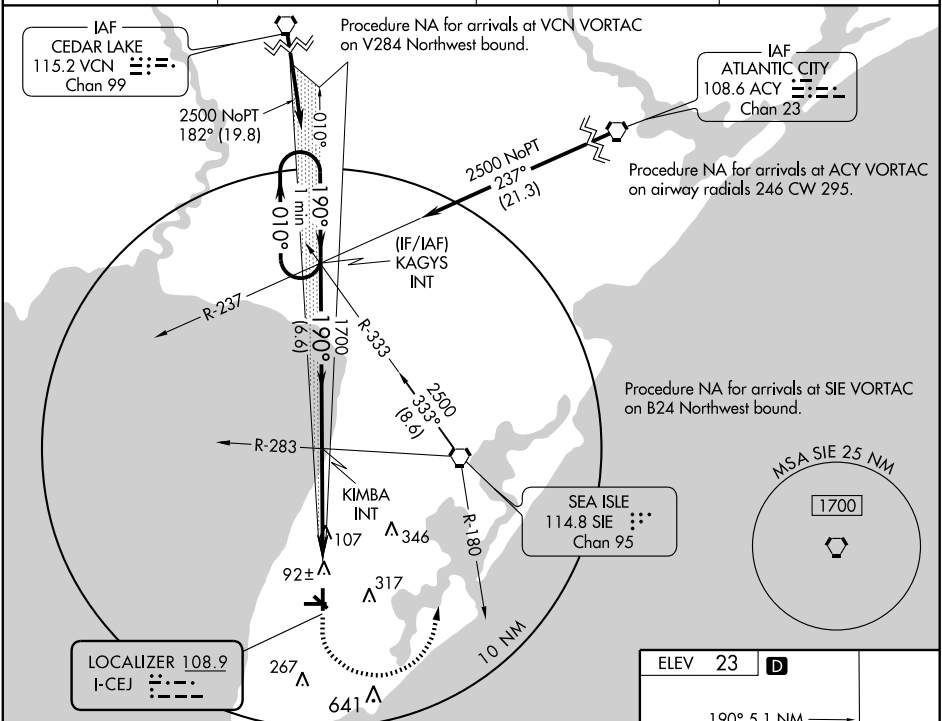
LOC RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

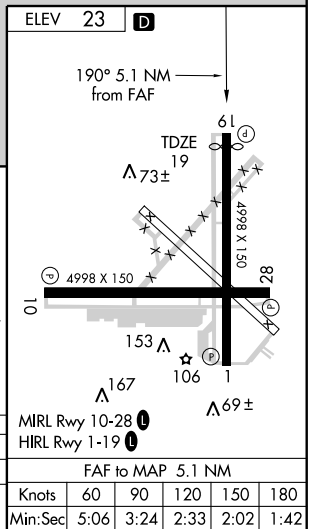
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rws 28 and 19. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

AWOS-3 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-19	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)



APP CRS
100°

Rwy Idg **4998**
TDZE **19**
Apt Elev **23**

RNAV (GPS) RWY 10

WILDWOOD/ CAPE MAY COUNTY (WWD)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwy 28 and 19.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

AWOS-3
118.275

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at GROUT on V229 Southwest bound.

(IAF) GROUT

2500
104°
(11.9)

(IF) UHULU

1700
099°
(6.1)

(FAF) UHOZO

250±

317

WISUR

SEA ISLE
SIE

346
052°
232°
4 NM

△ 267

△ 641

MSA RW 10 25 NM

1700

2500
022°
(12)

(IAF) WATERLOO
ATR

Procedure NA for arrivals at ATR VOR/DME on airway radials 033 CW 057.

Procedure Turn NA

UHULU

2500

099°

UHOZO

1700

100°

3.04°
TCH 45

RW10

6.1 NM

5.1 NM

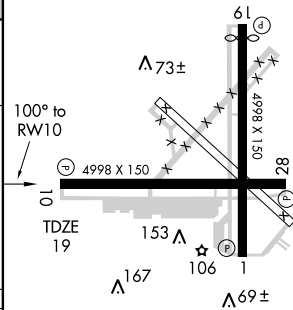
2000
↑

WISUR
✱

trk 032°

SIE
✱

ELEV 23 **D**



MIRL Rwy 10-28 **0**
HIRL Rwy 1-19 **0**

CATEGORY	A	B	C	D
LNAV MDA	500-1	481 (500-1)	500-1¼ 481 (500-1¼)	500-1½ 481 (500-1½)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

WAAS CH 82400 W19A	APP CRS 190°	Rwy Idg 4921 TDZE 19 Apt Elev 23
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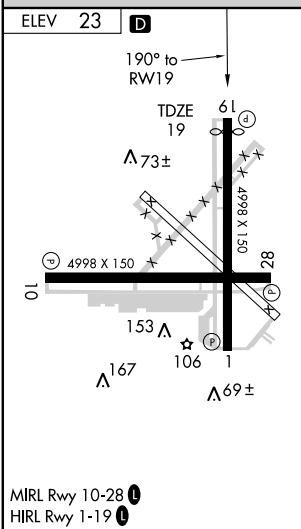
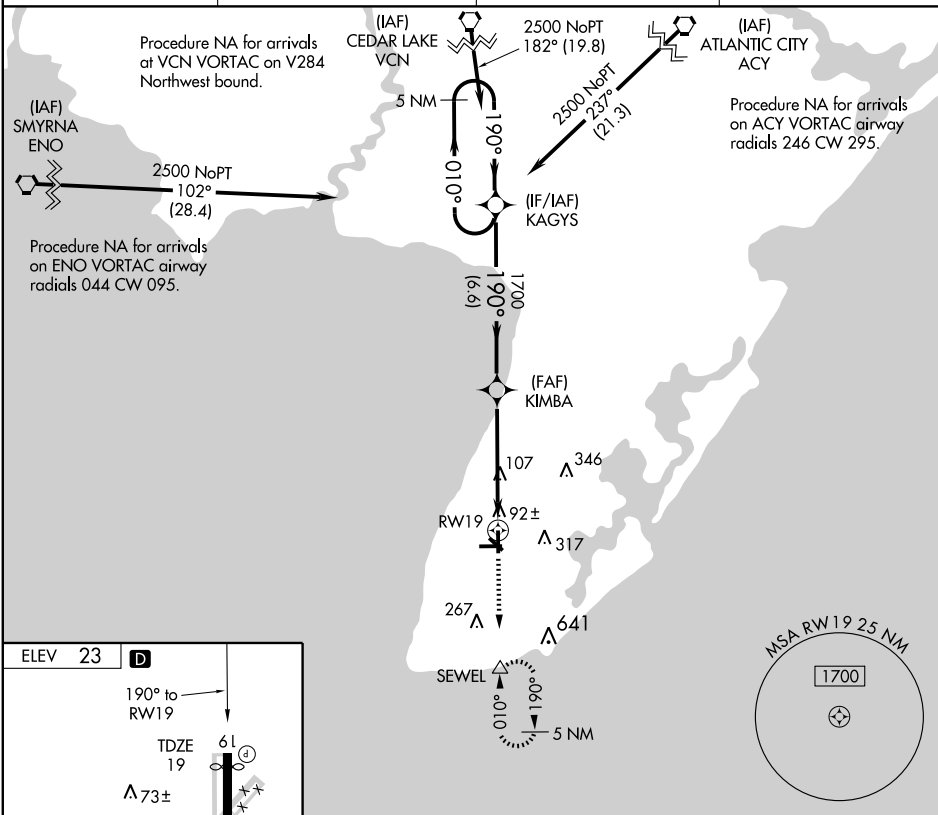
RNAV (GPS) RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwy 28 and 19.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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MIRL Rwy 10-28 0

HIRL Rwy 1-19 0

WILDWOOD, NEW JERSEY

Orig-C 08APR10

WILDWOOD/ CAPE MAY COUNTY (WWD)

39°01'N - 74°55'W

RNAV (GPS) RWY 19

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy Idg N/A TDZE N/A Apt Elev 23
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VOR-A
WILDWOOD/ CAPE MAY COUNTY (WWD)

T Circling NA for Cats C and D NE of Rwy 28 and 19.
A When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

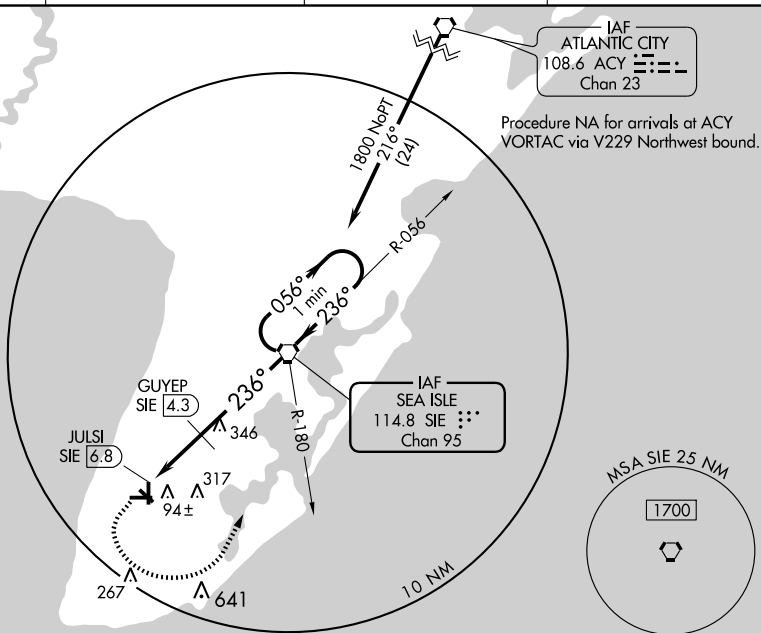
MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3
118.275


ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7

UNICOM
122.7 (CTAF) **L**

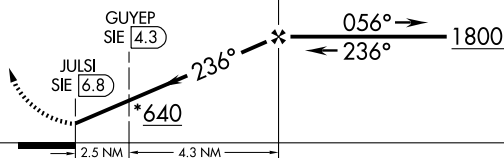


NE-2. 23 SEP 2010 to 21 OCT 2010

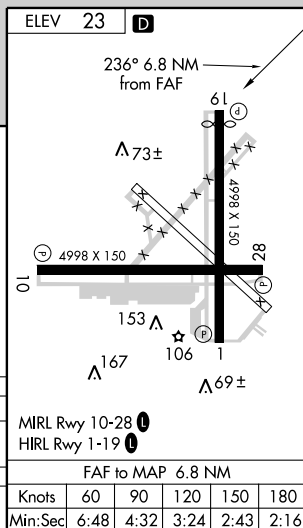
800 ↑	1800 hdg 060°	SIE R-180	SIE 
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*720 when using Millville Muni altimeter setting.

VORTAC One Minute
| Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	640-1	617 (700-1)	640-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	580-2 557 (600-2)



WILDWOOD, NEW JERSEY
Amdt 3C 11MAR10

WILDWOOD/ CAPE MAY COUNTY (WWD)

39°01'N - 74°55'W

VOR-A

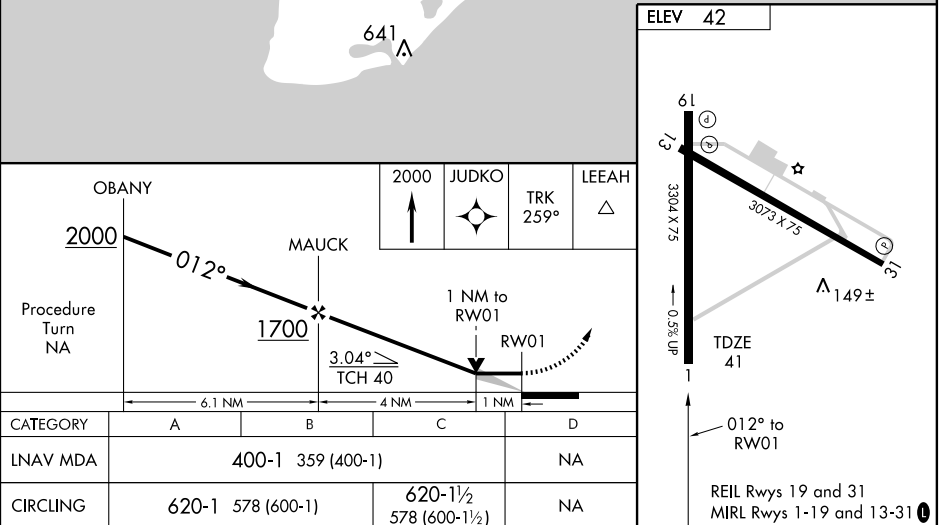
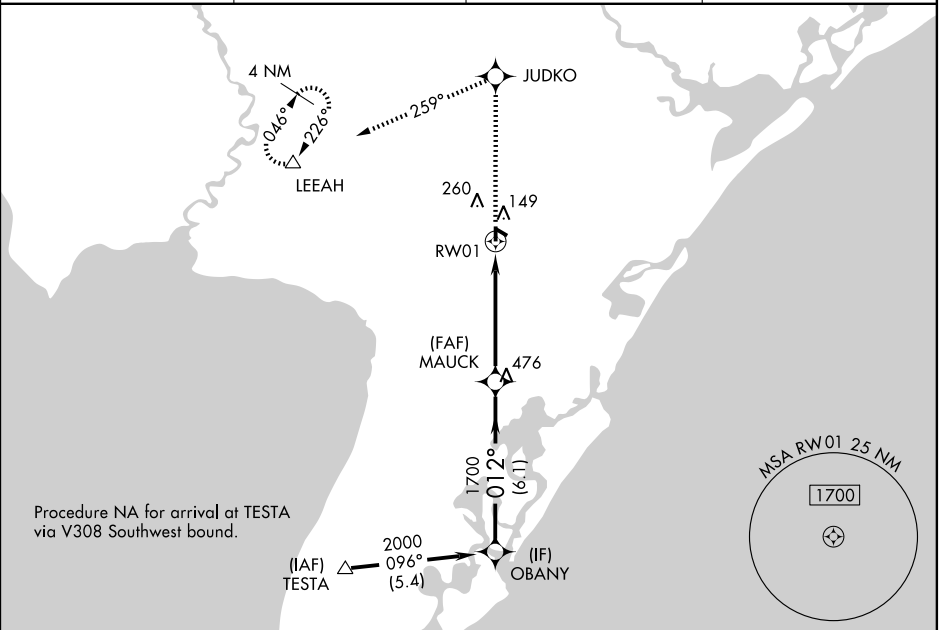
APP CRS	Rwy Idg	3304
012°	TDZE	41
	Apt Elev	42

RNAV (GPS) RWY 1

WOODBINE MUNI (OBI)

<p>▼ NA</p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.</p>
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AWOS-3 120.475	ATLANTIC CITY APP CON 124.6 327.125	GCO 121.725	UNICOM 123.05 (CTAF) 0
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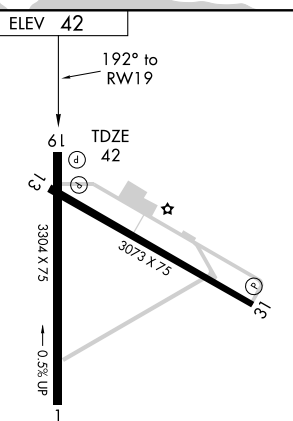
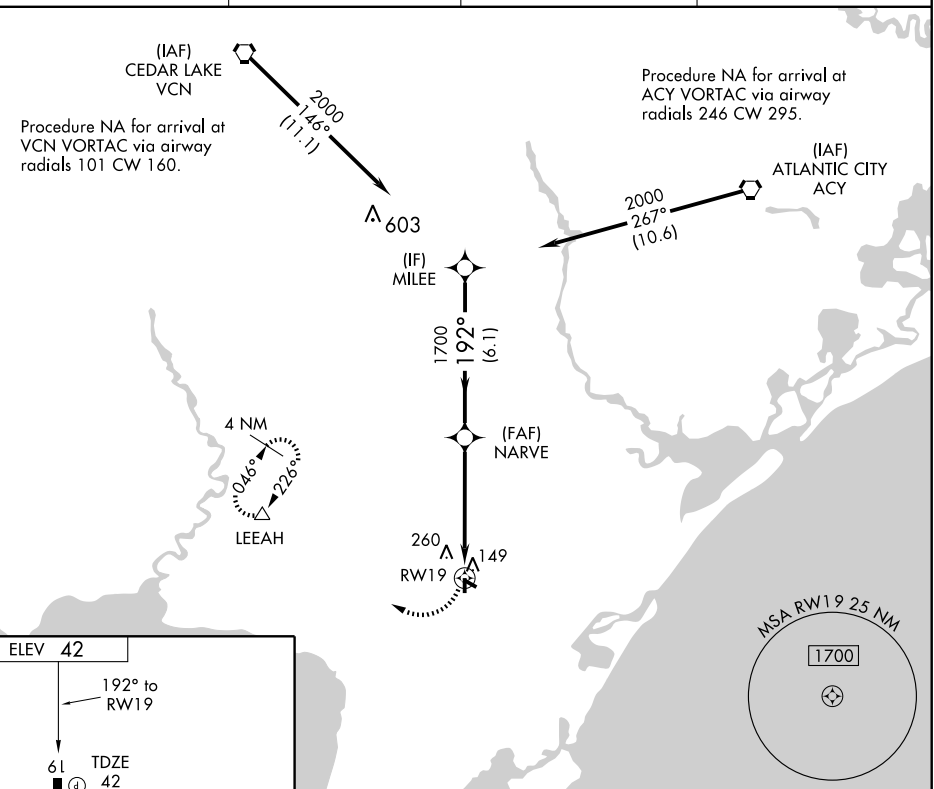
RNAV (GPS) RWY 19

WOODBINE MUNI (OBI)

APP CRS 192°	Rwy Idg 3304 TDZE 42 Apt Elev 42
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<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.</p>
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AWOS-3 120.475	ATLANTIC CITY APP CON 124.6 327.125	GCO 121.725	UNICOM 123.05 (CTAF)
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REIL Rwy 19 and 31
MIRL Rwy 1-19 and 13-31

2000	LEEAH	△	MILEE	2000
		NARVE		
		1700		
		1.3 NM to RWY 19		
		1.3 NM		
		3.7 NM		
		6.1 NM		
		Procedure Turn NA		
CATEGORY	A	B	C	D
LNAV MDA	500-1	458 (500-1)	500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA

VORTAC VCN 115.2 Chan 99	APP CRS 167°	Rwy Idg TDZE Apt Elev	N/A N/A 42
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VOR-A
WOODBINE MUNI (OBI)

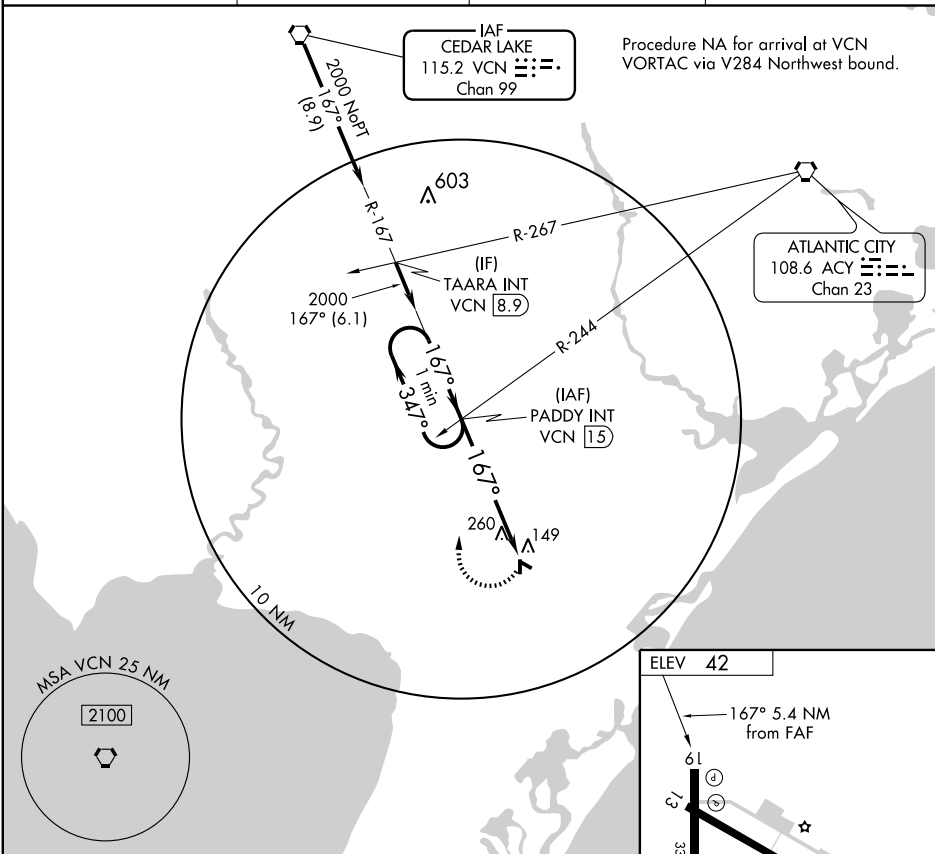
T When local altimeter setting not received, use Millville
A Muni altimeter setting; increase all MDA 60 feet and
NA Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 2000
via VCN VORTAC R-167 to PADDY Int/VCN 15 DME
and hold.

AWOS-3
120.475

ATLANTIC CITY APP CON
124.6 327.125

GCO
121.725

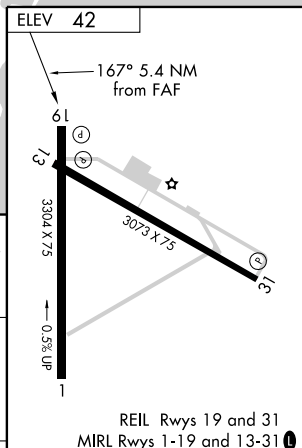
UNICOM
123.05 (CTAF) **L**

One Minute Holding Pattern

PADDY INT
VCN 15

2000
VCN R-167

PADDY INT
VCN 15

$$\underline{2000} \frac{\leftarrow 347^\circ}{167^\circ}$$
VCN
20.4

REIL Rlys 19 and 31
MIRL Rlys 1-19 and 13-31 **L**

CATEGORY	A	B	C
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (600-1½)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

AIRPORT DIAGRAM

AFD-150 [USAF]

MC GUIRE AFB (KWRI)

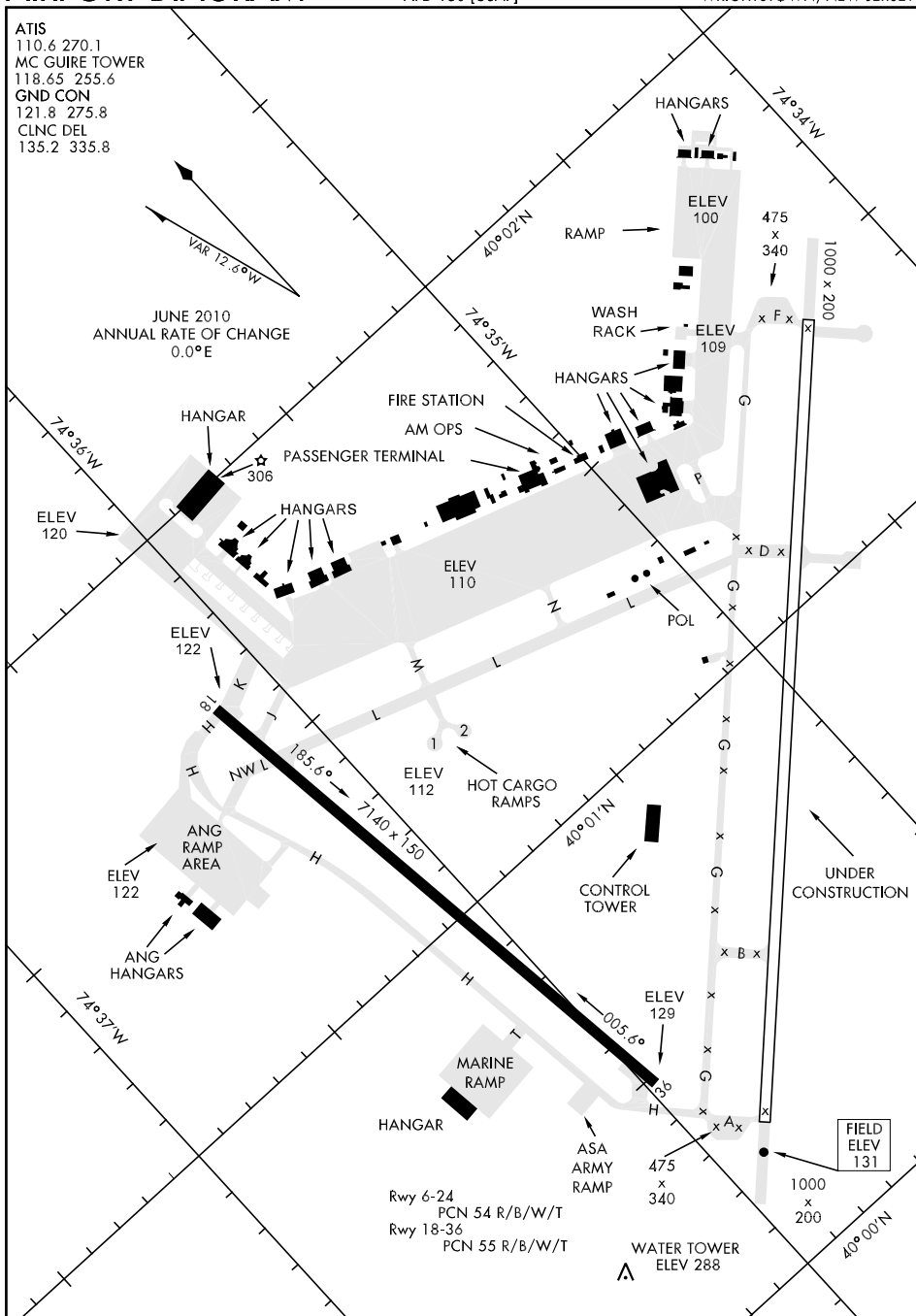
WRIGHTSTOWN, NEW JERSEY

ATIS
110.6 270.1
MC GUIRE TOWER
118.65 255.6
GND CON
121.8 275.8
CLNC DEL
135.2 335.8

JUNE 2010
ANNUAL RATE OF CHANGE
0.0°E

VAR 12.6°W

NE-2, 23 SEP 2010 to 21 OCT 2010



NE-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY

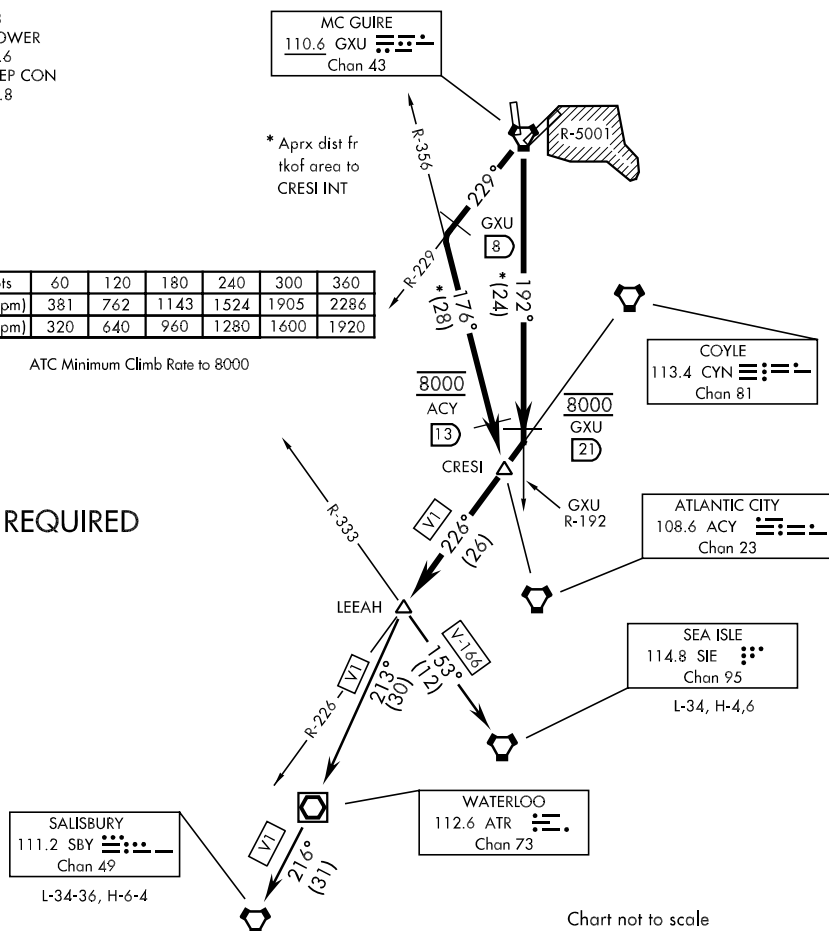
ATIS 110.6 270.1
 CLNC DEL
 135.2 335.8
 GND CON
 121.8 275.8
 MC GUIRE TOWER
 118.65 255.6
 MC GUIRE DEP CON
 124.15 363.8

SHL-150 [USAF]

Rwy	Knots	60	120	180	240	300	360
18	V/V(fpm)	381	762	1143	1524	1905	2286
24	V/V(fpm)	320	640	960	1280	1600	1920

ATC Minimum Climb Rate to 8000

DME REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000'. Then

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000'. Then

.... Via V1 to LEEAH.

Then via (transition) or (as assigned route).

NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.

SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.

SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY

ATIS 110.6 270.1
 CLNC DEL
 135.2 335.8
 GND CON
 121.8 275.8
 MC GUIRE TOWER
 118.65 255.6
 MC GUIRE DEP CON
 124.15 363.8

SHL-150 [USAF]

DME REQUIRED

NOTE: If radar inoperative, expect 15 minute delay for deactivation of R-5001.

**RADAR REQUIRED
WHEN R-5001
IS ACTIVE**

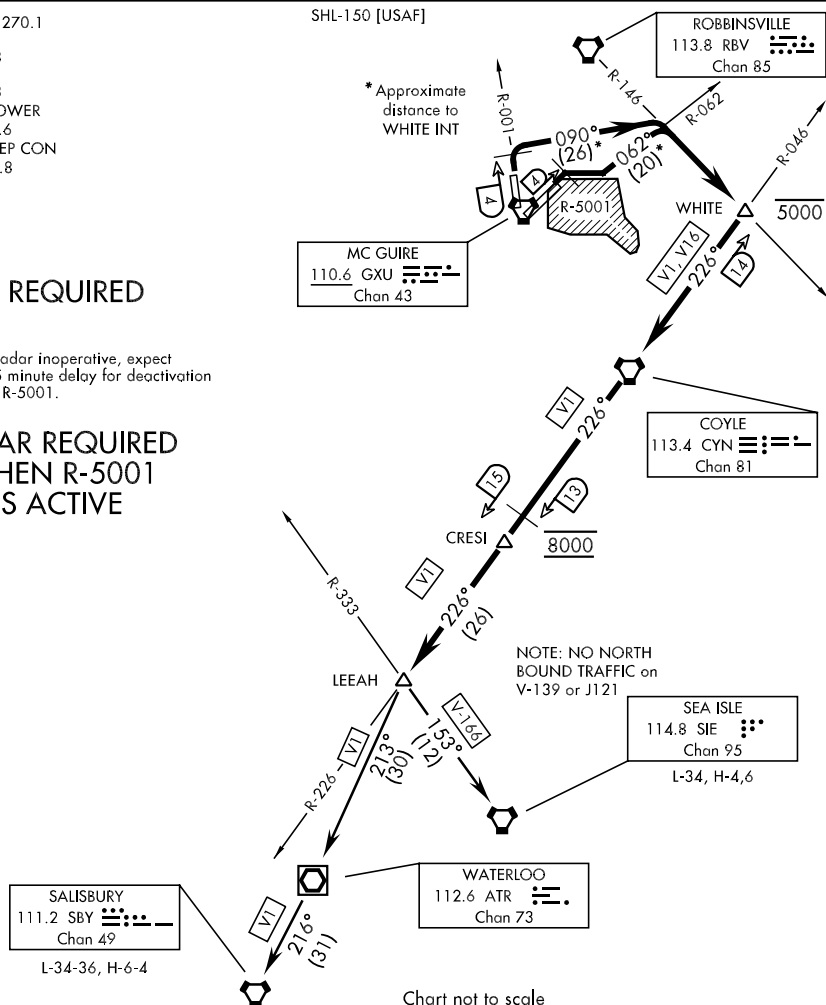


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.

Then via (transition) or (as assigned route).

NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.

SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.

SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3• LEEAH)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

HARRISBURG FIVE ARRIVAL

MC GUIRE AFB ATIS ★

110.6 270.1

PHILADELPHIA APP CON

128.4 343.6

MC GUIRE APP CON

124.15 363.8

EAST TEXAS

110.2 ETX

Chan 39

HARRISBURG

112.5 HAR

Chan 72

N40°18.14'-W77°04.17'

L-29, H-10-12

BUNTS

N40°04.93'

W75°44.92'

NAGGS

N40°08.82'

W74°51.74'

ROBBINSVILLE

113.8 RBV

Chan 85

LANCASTER

117.3 LRP

Chan 120

N40°07.20'-W76°17.48'

TRAGG

N40°05.75'

W75°56.35'

MODENA

113.2 MXE

Chan 79

COYLE

113.4 CYN

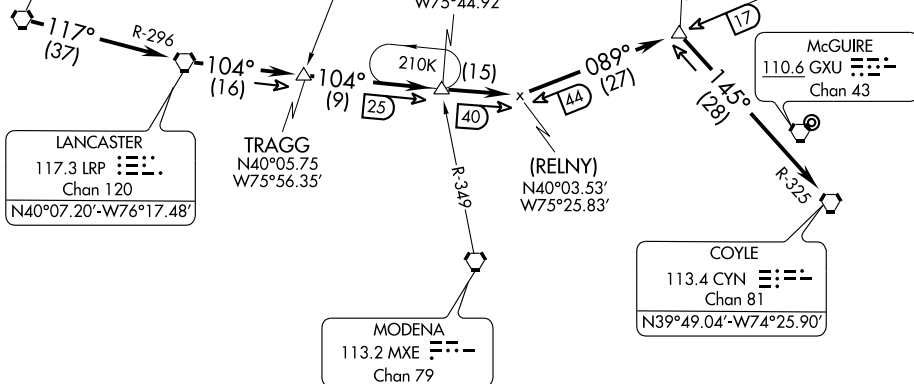
Chan 81

N39°49.04'-W74°25.90'

McGUIRE

110.6 GXU

Chan 43



NOTE: Route depicted beyond Naggs Int is for
lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.

MODENA THREE DEPARTURE (MXE3.MXE)

SHL-150 [USAF]

WRIGHTSTOWN, NEW JERSEY

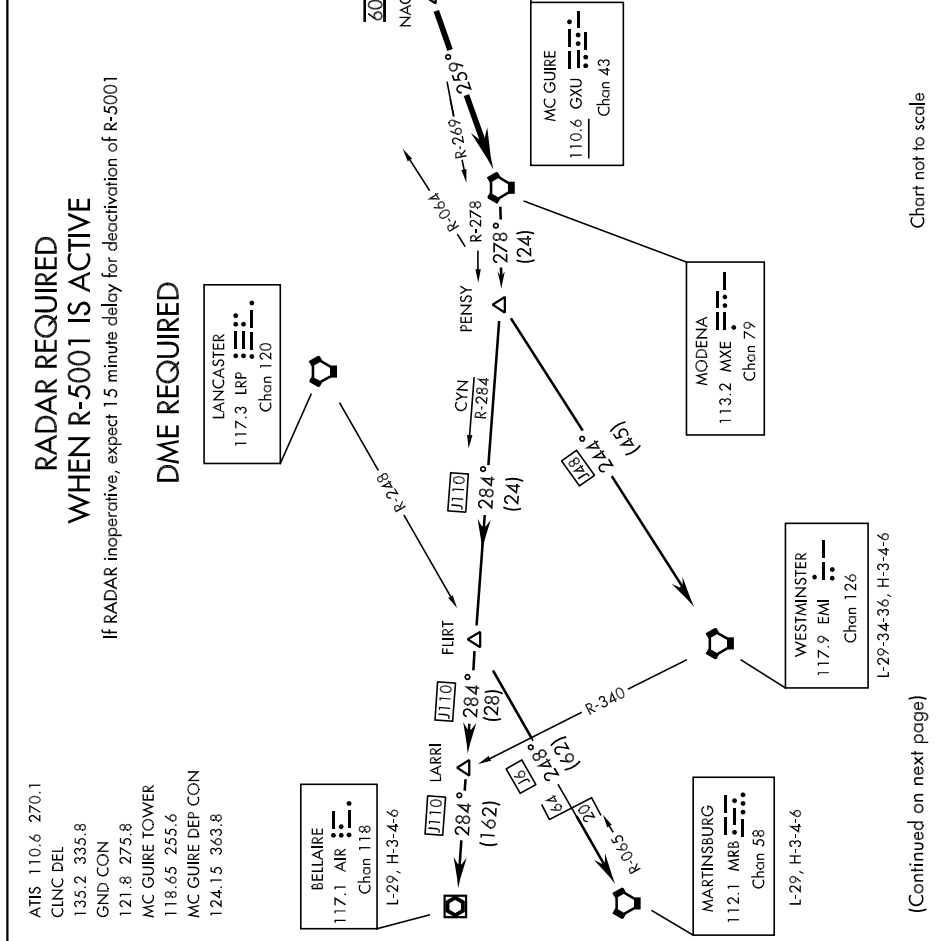
Rwy	Knots	60	120	180	240	300	360
6	W/V(fpm)	346	692	1038	1384	1730	2076
36	W/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 1.5 minute delay for deactivation of R-5001

DME REQUIRED



MODENA THREE DEPARTURE (MXE3.MXE)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

MODENA THREE DEPARTURE (MXE3.MXE)

WRIGHTSTOWN, NEW JERSEY



SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

WRIGHTSTOWN, NEW JERSEY

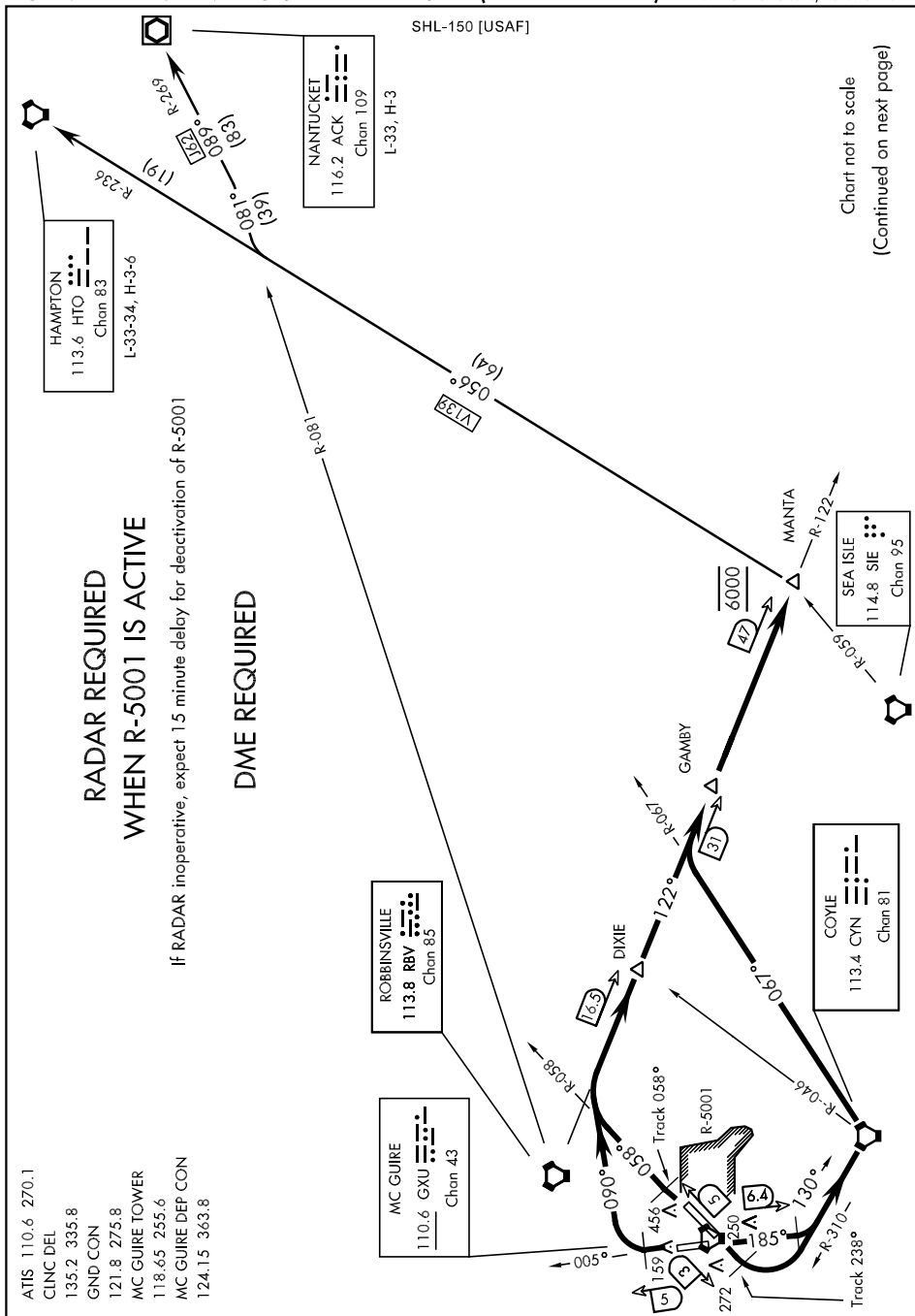


Chart not to scale
(Continued on next page)

NE-2. 23 SEP 2010 to 21 OCT 2010

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

WRGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITION: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NEW JERSEY

Rwy	Knots	60	120	180	240	300	360
6	W/V(fpm)	346	692	1038	1384	1730	2076
36	W/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

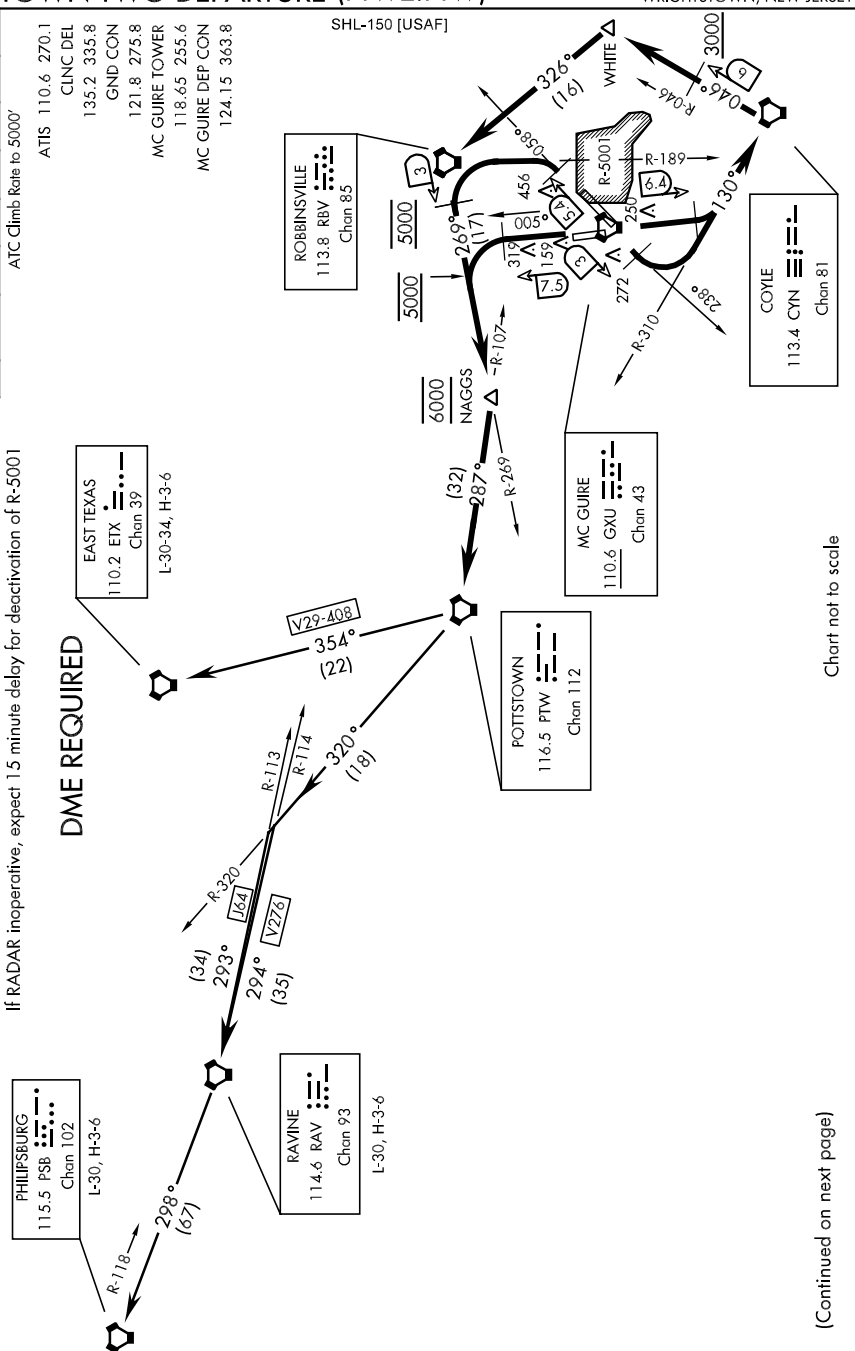
ATIS 110.6 270.1
CLINC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

SHL-150 [USAF]

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

RADAR REQUIRED WHEN R-5001 IS ACTIVE

DME REQUIRED



(Continued on next page)

Chart not to scale

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]



DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.

PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.

RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

APCH CRS 185°	Rwy ldg TDZE 123 Arpt Elev 131
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AL-150 [USAF]

RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

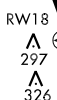
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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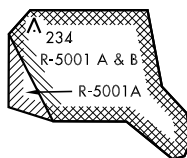
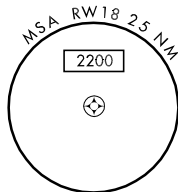
DME/DME RNP -0.3 NA.

If radar inoperative, expect 1.5 min
delay for deactivation of R-5001.

**RADAR REQUIRED
WHEN R-5001
IS ACTIVE**

(IAF)
BINRE(FAF)
LODBE

GAKEC

638
▲

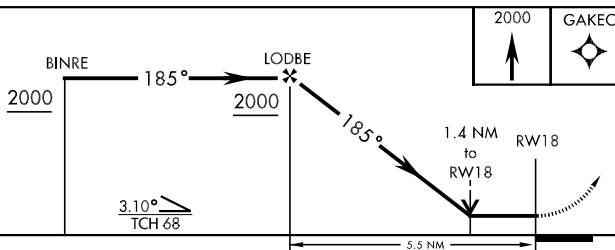
LADBE



Max holding
alt 6000
Min holding
alt 2000
Max holding
230 KIAS

5 NM

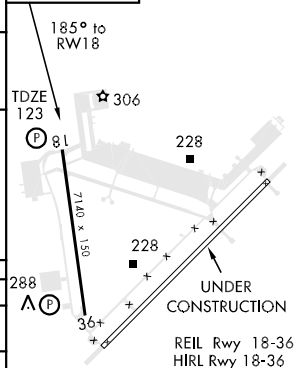
EMERG SAFE ALT 100 NM 5100



2000

GAKEC

ELEV 131



CATEGORY	A	B	C	D	E
LNAV MDA	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)	620-1¾ 497 (500-1¾)
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS 238°	Rwy Idg 10,001 TDZE 116 Arpt Elev 131
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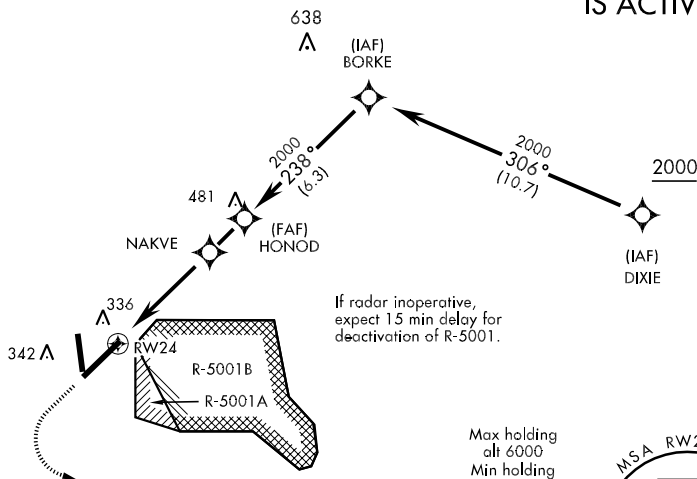
<p>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p>	<p>MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.</p>
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<p>ATIS</p> <p>110.6 270.1</p>	<p>MC GUIRE APP CON</p> <p>124.15 363.8</p>	<p>MC GUIRE TOWER</p> <p>118.65 255.6</p>	<p>GND CON</p> <p>121.8 275.8</p>	<p>CLNC DEL</p> <p>135.2 335.8</p>
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** Circling not authorized East of field.

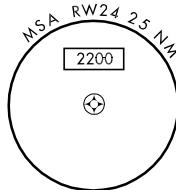
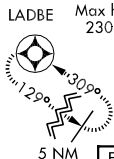
DME/DME RNP - 0.3 NA.

**RADAR REQUIRED
WHEN R-5001
IS ACTIVE**

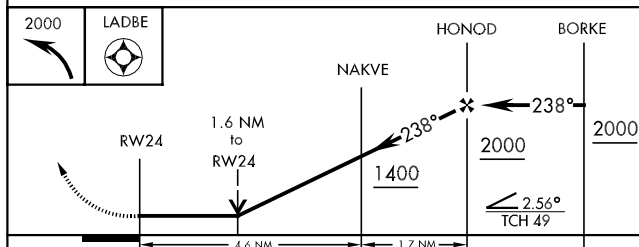


CAUTION: Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.

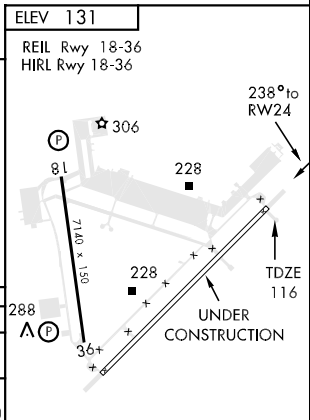
Max holding
alt 6000
Min holding
alt 2000
Max holding
230 KIAS



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
LNAV MDA*	600/40	484 (500-¾)	600/50 484 (500-1)	600-60 484 (500-1½)	600-1 ½ 484 (500-1½)
CIRCLING**	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)



APCH CRS **005°**
 Rwy Idg **7140**
 TDZE **123**
 Arpt Elev **131**

AL-150 [USAF]

RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

ATIS
110.6 270.1

MC GUIRE APP CON
124.15 363.8

MC GUIRE TOWER
118.65 255.6

GND CON
121.8 275.8

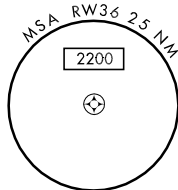
CLNC DEL
135.2 335.8

DME/DME RNP -0.3 NA.

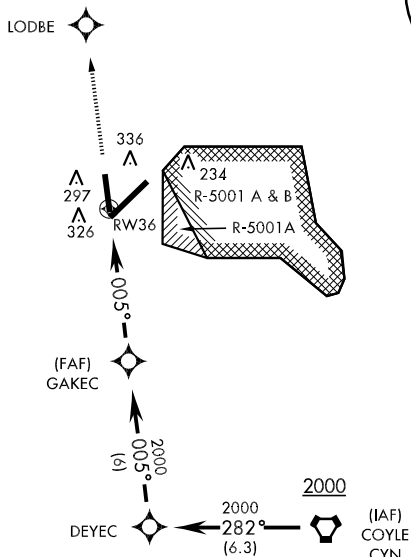
If radar inoperative, expect 1.5 min
 delay for deactivation of R-5001.

ROBBINSVILLE
 RBV

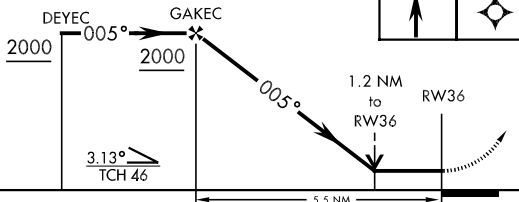
△
 638



**RADAR REQUIRED
 WHEN R-5001
 IS ACTIVE**

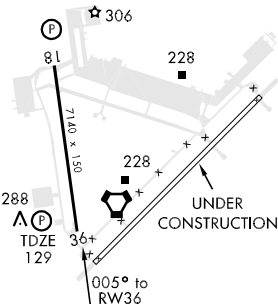


EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36
 HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA	560-1	431 (500-1)	560-1½ 431 (500-1½)	560-1½ 431 (500-1½)	
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)

NE-2, 23 SEP 2010 to 21 OCT 2010

VORTAC GXU 110.6 Chan 43	APCH CRS 043°	Rwy Idg 10,001 TDZE 131 Arpt Elev 131
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AL-150 [USAF]

MC GUIRE AFB (KWRI)

T* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

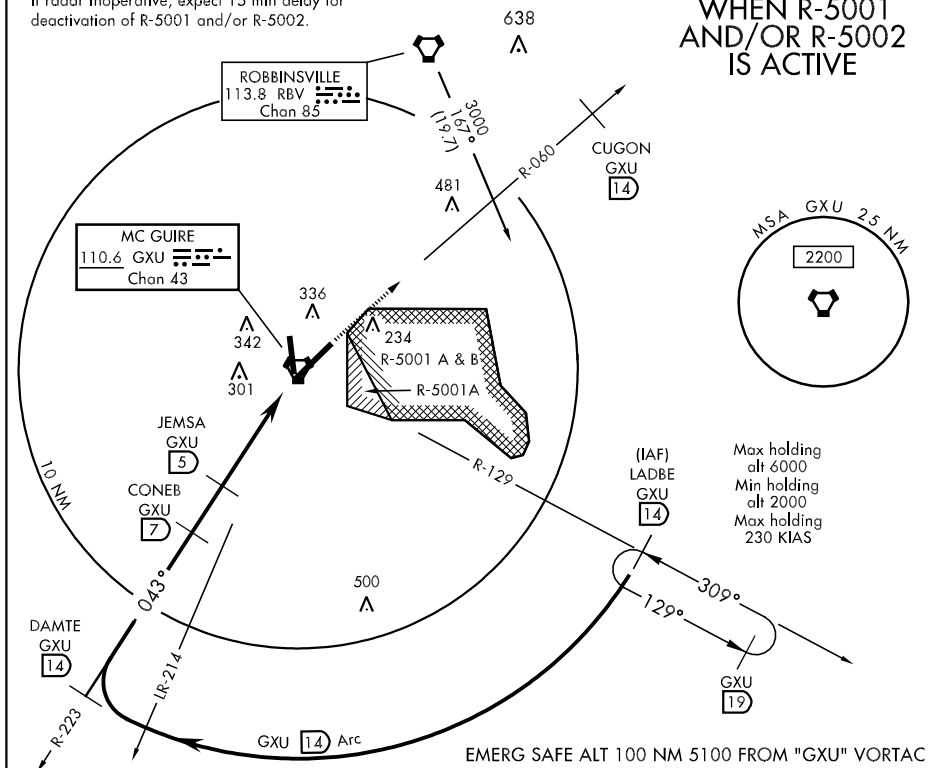
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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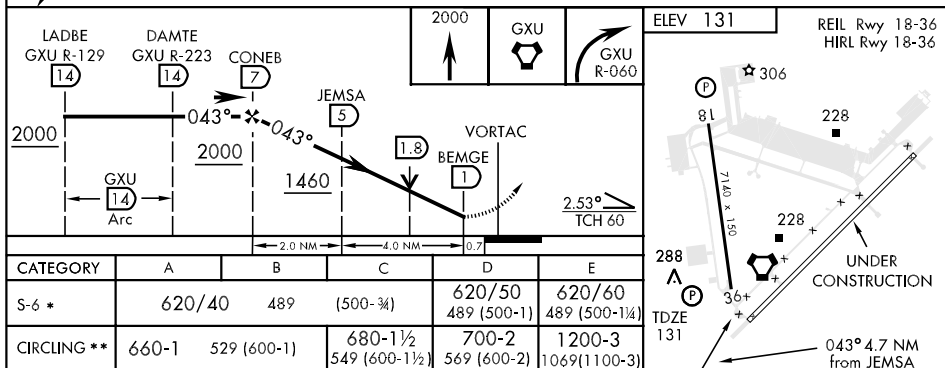
**Circling not authorized E of field.

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

**RADAR REQUIRED
WHEN R-5001
AND/OR R-5002
IS ACTIVE**



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



WRIGHTSTOWN, NEW JERSEY

40°01'N-74°36'W

MC GUIRE AFB (KWRI)

Orig 10098

VOR/DME or TACAN RWY 6

NE-2. 23 SEP 2010 to 21 OCT 2010

VORTAC GXU 110.6 Chan 43	APCH CRS 178°	Rwy Idg 7140 TDZE 123 Arpt Elev 131
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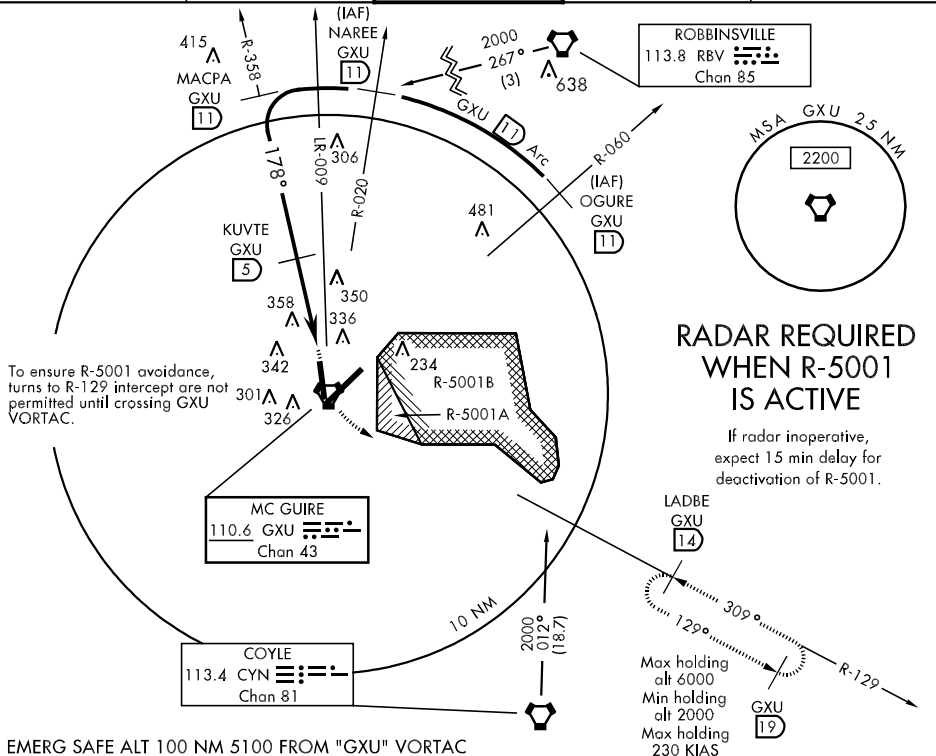
AL-150 [USAF]

MC GUIRE AFB (KWRI)

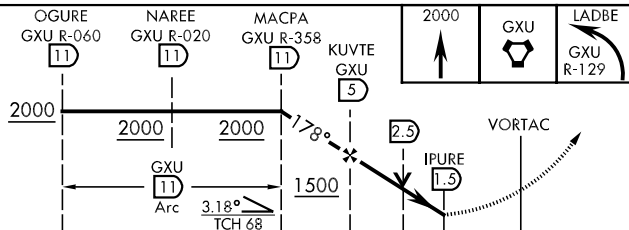
▼ *Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

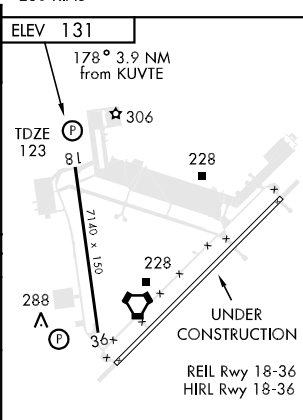
ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-18	640-1 517 (600-1)	640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)		
CIRCLING *	660-1 529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)	



VORTAC GXU 110.6 Chan 43	APCH CRS 240°	Rwy Idg 10,001 TDZE 116 Arpt Elev 131
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AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼ When ALS inop, increase CAT A/R VVR to 50 and vis to 1 mile, CAT C VVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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** Circling not authorized E of field.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative,
expect 15 min delay for
deactivation of R-5001.

ROBBINSVILLE
113.8 RBV
Chan 85

MC GUIRE
110.6 GXU
Chan 43

638
CUGON
GXU
14

CITUM
GXU
6

DOBLE
GXU
8

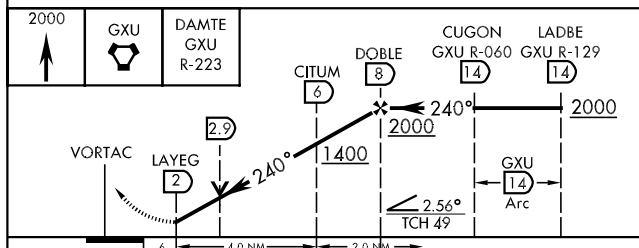
234
R-5001 A & B
R-5001A

COYLE
113.4 CYN
Chan 81

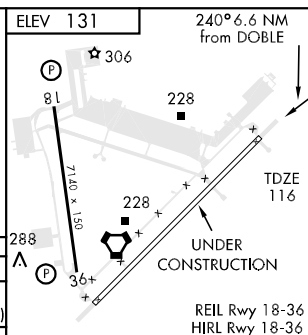
DAMTE
GXU
14

Max holding
alt 6000
Min holding
alt 2000
Max holding
230 KIAS

EMERG SAFE ALT 100 NM
5100 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-24 *	580/40 464 (500-34)	580/50 464 (500-1)	580/60 464 (500-1¼)	580-1½ 464 (500-1½)	580-1½ 464 (500-1½)
CIRCLING **	660-1 529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)	



VORTAC GXU 110.6 Chgn 43	APCH CRS 020°	Rwy Idg 7140 TDZE 129 Arpt Elev 131
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AL-150 [USAF]

MC GUIRE AFB (KWRI)

T * Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

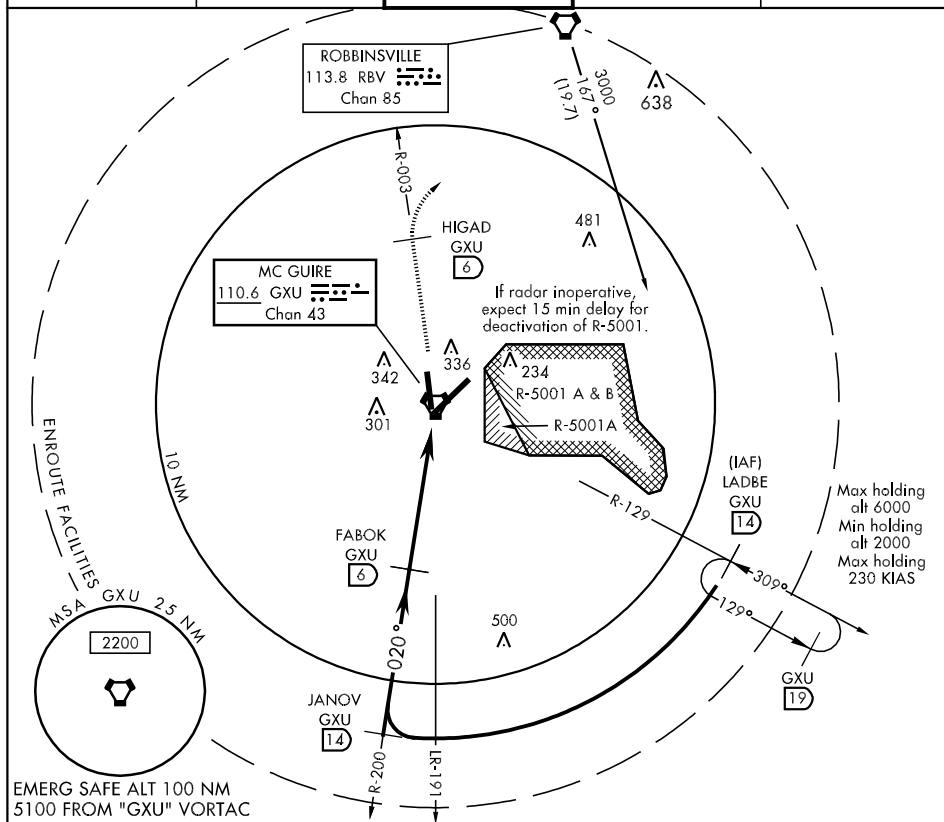
ATIS
110.6 270.1

MC GUIRE APP CON
124.15 363.8

MC GUIRE TOWER
118.65 255.6

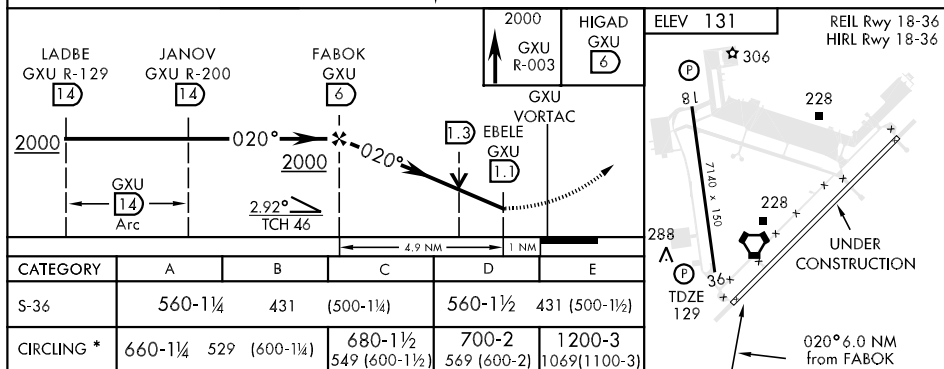
GND CON	
121.8	275.8

CLNC DEL
135.2 335.8



NE-2, 23 SEP 2010 to 21 OCT 2010

NE-2. 23 SEP 2010 to 21 OCT 2010



WRIGHTSTOWN, NEW JERSEY

40°01'N-74°36'W

MC GUIRE AFB (KWR)

Orig 10238

VOR/DME or TACAN RWY 36